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SCOOP ALL-NEW BMW X1

Secrets of next-gen baby SUV revealed

EXCLUSIVE IMAGES

MG'S TESLA KILLER?

ROAD TEST SPECIAL Swanky new IM6 takes aim at Musk's Model Y

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380-mile EV sibling for smash-hit hybrid

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Classy new SUV targets Enyaq

DRIVEN PORSCHE 911 GT3

VERDICT 'The pinnacle of sports car engineering'

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PLUS NEW-LOOK ALFA TONALE ● WHY SIZE MATTERS ARE CARS GETTING TOO BIG?

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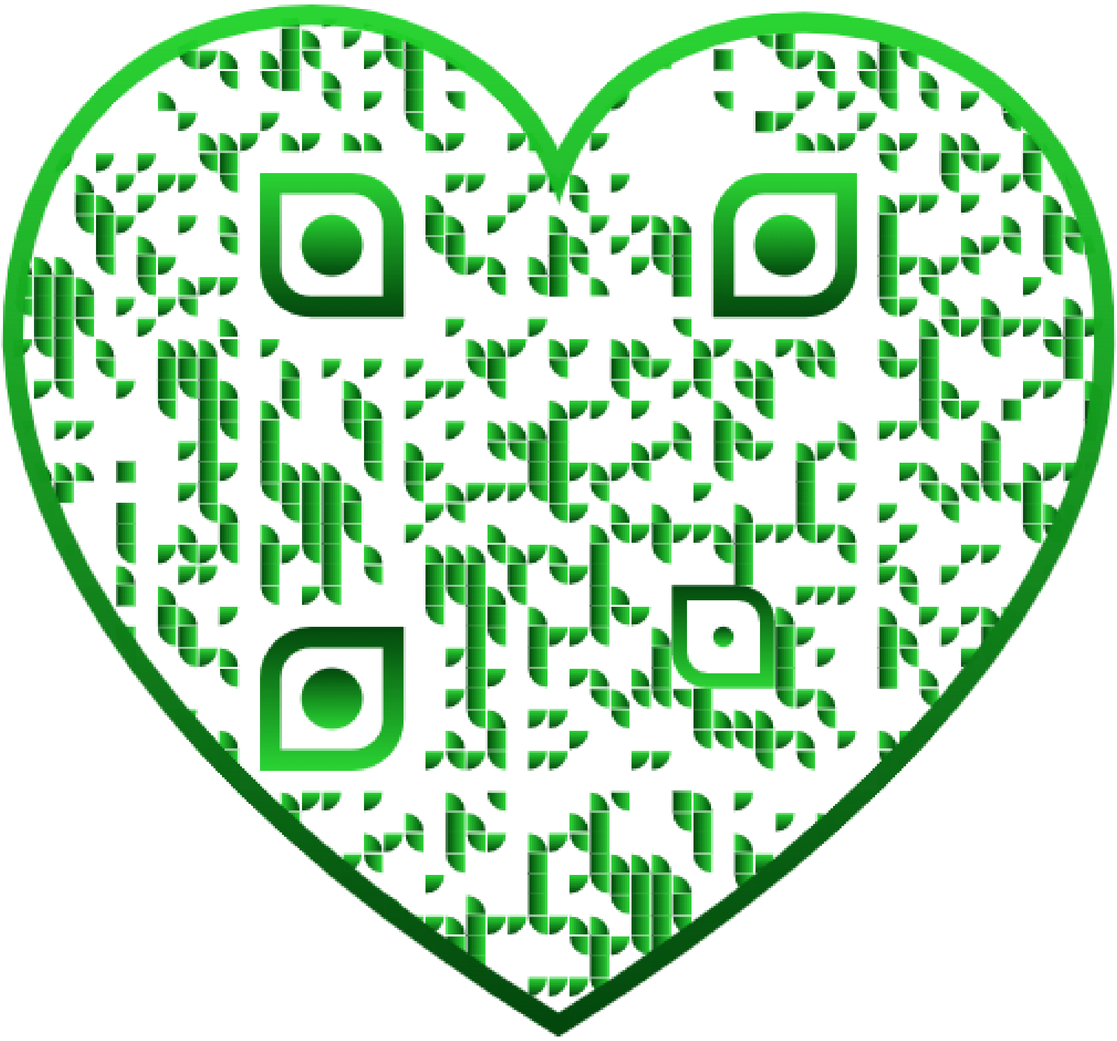

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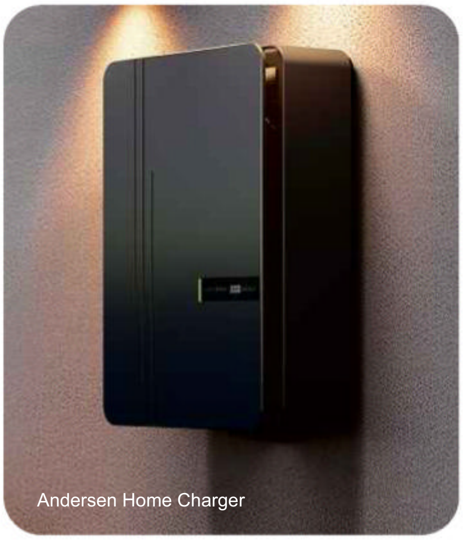
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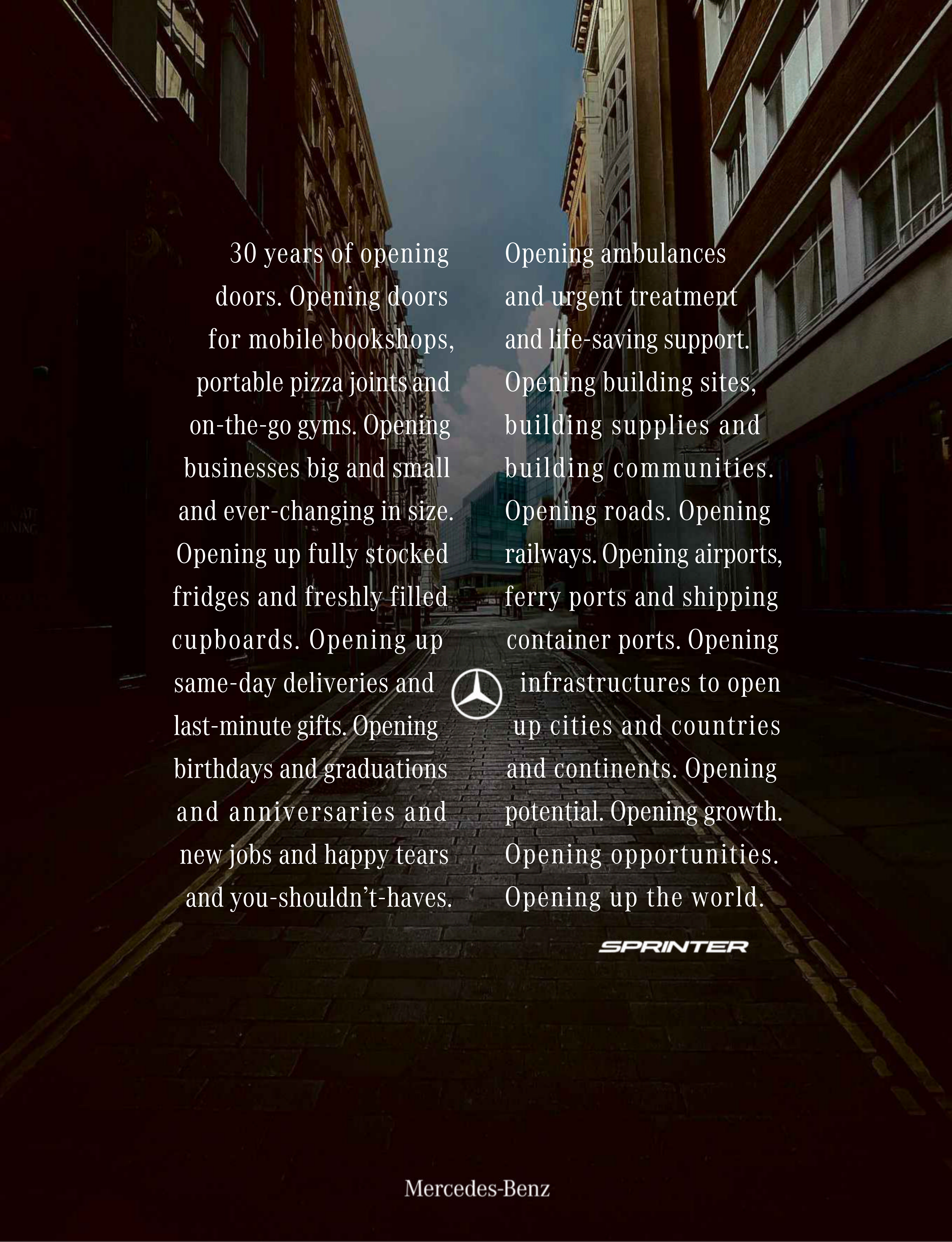

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Advertising, promotions and publishing
Strategic partnerships managers:
Pierre Clements, Miles Taylor
Senior operations lead: Kerry Lambird
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AUTO EXPRESS ROAD TESTS
All Auto Express tests are carried out at private proving grounds where cars are driven to the limit and performance tested. Auto Express also assesses the cars over many miles of mixed public roads before delivering its Road Test Verdict.

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THIS WEEK

> **"NEW FIRMS DON'T HAVE 100 OR MORE YEARS OF HERITAGE BEHIND THEM, SO STRAIGHT-LINE ACCELERATION AND TOP SPEED ARE AN EASIER ROUTE TO THE HEADLINES"**

AEX I WAS both amused and encouraged this week to see Ferrari product development boss Gianmaria Fulgenzi dismissing the power arms race among new electric car brands.

He described 2,000bhp EVs as "not difficult" and "elephants" due to the size and weight of the battery and powertrain needed to provide their power. And his point is valid, not only for the brands (primarily from China) that see big numbers as a way to grab attention, but also for those from closer to home.

A 400bhp family SUV sounded farcical just a few years ago, but that's what we've got, and it's entirely unnecessary. I'm picking on Volvo because it was among the first to make one, but I could easily be talking about many other makers' 'normal' models with the pace to hammer sports cars off the line. They have ridiculous straight-line speed, but not the full performance-car makeover. Probably because, as an engineer once told me: "Power is cheap in an EV".

In Volvo's case, it was the 402bhp XC40 Recharge, a sub-five-second 0-62mph SUV that still behaved like a regular family car when you got to a corner A) sooner, and B) going faster than you maybe expected.

It's a far cry from the 237bhp Vauxhall Zafira VXR MPV from early this century that merrily spun and torque-steered its power away through the front wheels. But at least it looked the part, and had been developed as an admittedly ridiculous sporting model with chassis enhancements to match.

That was bought by people with hooligan intentions, though. Nobody asked for, or needs, their run-of-the-mill school-run chariot to be quite so potent.

At the other end of the scale is the Chinese-led race to prove provenance with increasingly powerful cars, many from tech companies that have seized the opportunity opened up by EVs to move into car making. These firms don't have 100 or more years of heritage behind them, so straight-line acceleration and top speed are an easier route to headline-grabbing credibility.

What we haven't seen yet is any hint that newer brands understand that corners are important too. Ferrari gets it – Fulgenzi talks about a car that makes the owner smile because they love driving it. There's more to life than going fast in a straight line.

PAUL BARKER

Paul.Barker@autoexpress.co.uk

EDITOR'S VIEW

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Stunning Merc concept unveiled

NEW iX KLASS

SCOOP BMW's smallest EV set to be reborn with brand's latest design and technology

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

BMW is in the midst of a huge product revolution brought on by its 'Neue Klasse' design and technology philosophy, and soon we'll see a comprehensively updated iX1 get in on the act. The brand's plan to launch 40 new models incorporating Neue Klasse tech will be realised by the end of 2027.

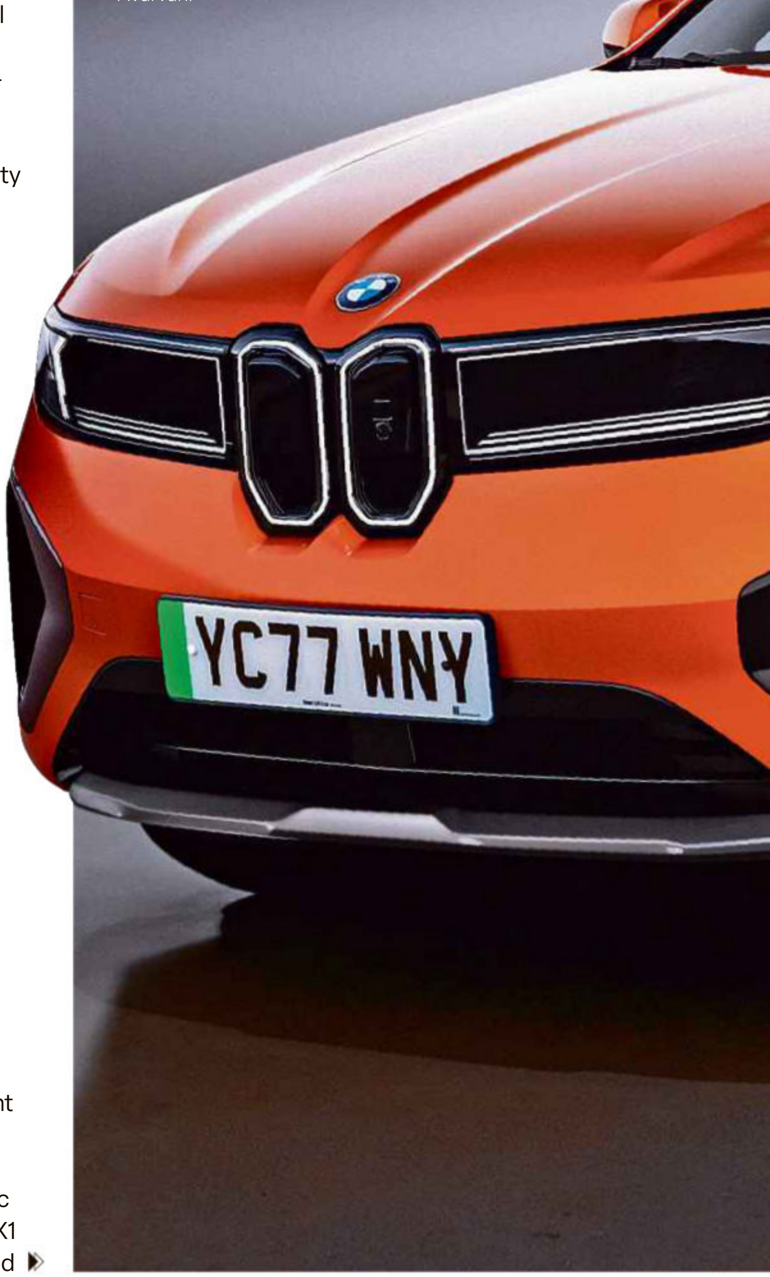
The current iX1 was introduced in 2022 as an all-electric alternative to BMW's smallest SUV, the X1. Yet despite it only being three years old, we expect to see an all-new iX1 launch within two years, aligning with comments made by BMW's head of Neue Klasse, Mike Reichelt, who previously said the brand aims to roll out Neue Klasse tech "to the entire BMW portfolio by the end of 2027 – regardless of the drive type". That means the internal-combustion-engined ICE X1 is set to receive plenty of Neue Klasse technology and design when it goes on sale around the same time as the EV.

When the Neue Klasse iX1 does arrive, the model will have lots of competition in the all-electric small SUV market. There's the new Kia EV3, the upcoming electric Mercedes GLA and Audi's Q4 e-tron, which is set for a mid-life refresh in the next few months.

Helping the next-generation iX1 stand out from its rivals will be its design, which will take inspiration from the recently revealed iX3. Based on the iX1 prototype we spied testing recently (see p10), our exclusive images show how the new car could look. We'll see upright kidney grilles blanked off for aerodynamic efficiency, and a distinctive headlight cluster that mimics classic BMW noses like those found on the 2002 and the E30-generation 3 Series.

The new iX1 will also get more pronounced wheelarches to give it an aggressive stance. The roofline will stay broadly similar to the current model's, leaving space for a sleeker iX2 coupé-SUV variant later down the line. To further help aerodynamic efficiency and boost its range, the iX1 will get flush-fitting door handles and ▶

EXCLUSIVE IMAGES



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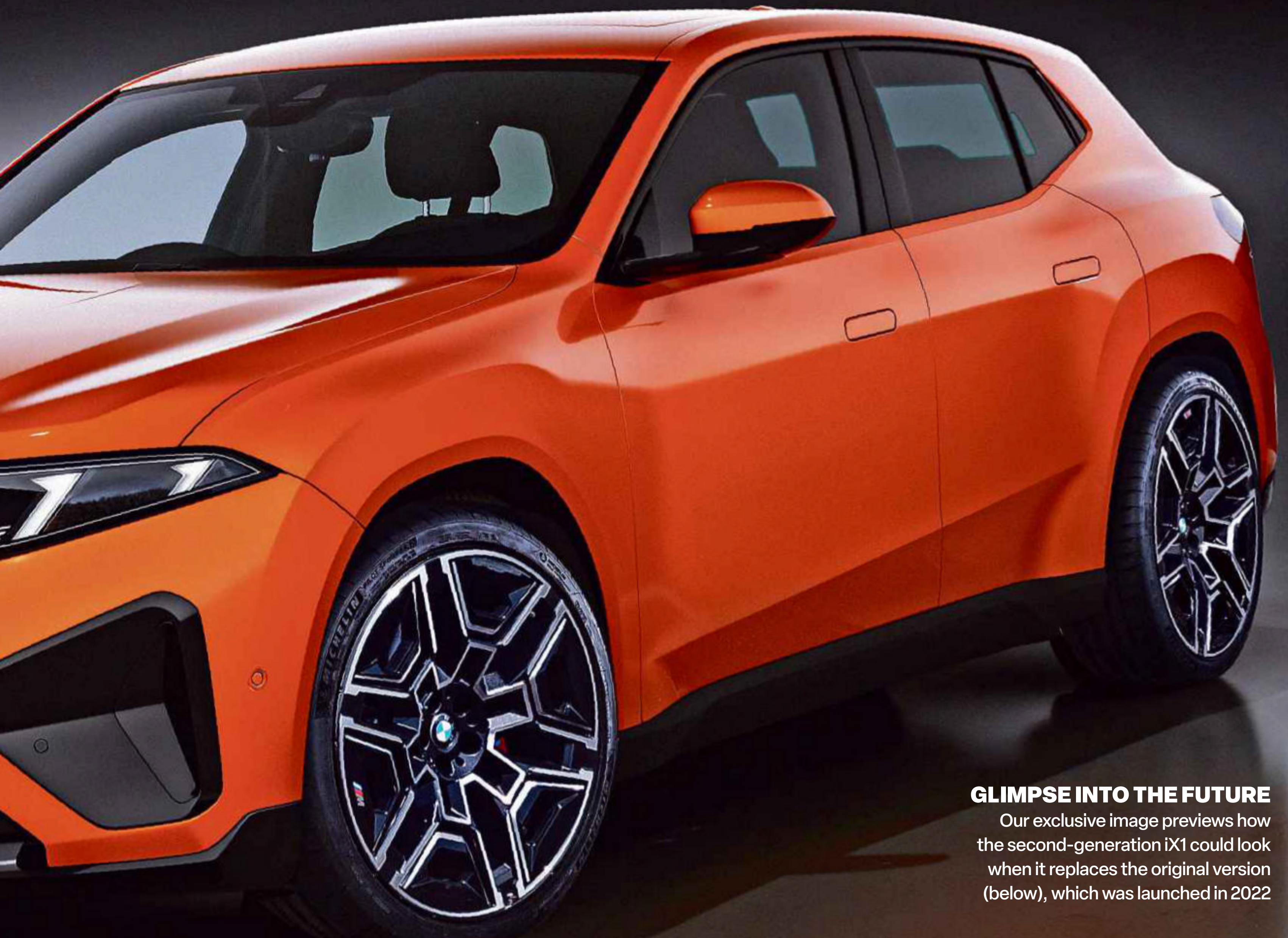
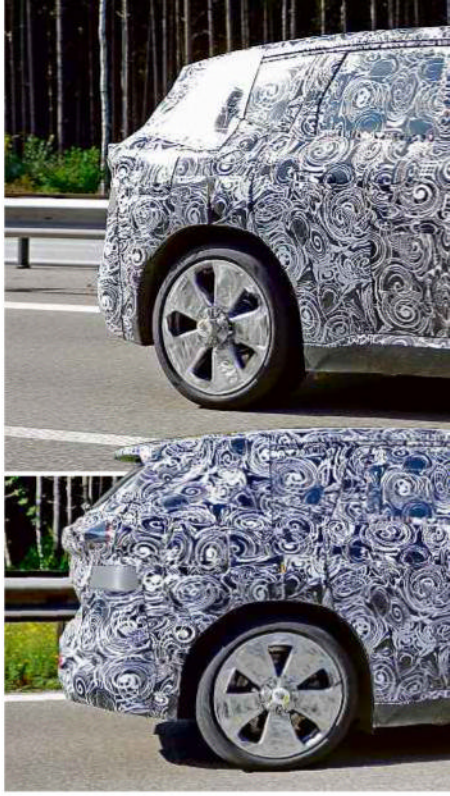
X1 TO JOIN NEUE SE REVOLUTION



GLIMPSE INTO THE FUTURE
Our exclusive image previews how the second-generation iX1 could look when it replaces the original version (below), which was launched in 2022

> "HELPING THE NEXT iX1 STAND OUT FROM ITS RIVALS WILL BE ITS DESIGN, WHICH WILL TAKE INSPIRATION FROM THE RECENTLY REVEALED iX3"



a swept-back windscreen, plus on some models, aero-optimised wheel covers. We should also see wide rear lights similar to those found on the iX3, a roof spoiler and separate bumper designs front and rear for the standard and M Sport trims.

One area where the Neue Klasse iX1 should really stand out is efficiency. The latest iX3 boasts a 500-mile range courtesy of its massive new 108.7kWh battery, with a rear-wheel-drive model that's coming next year looking to break the 600-mile mark.

Given its shorter wheelbase, the iX1 will have a smaller battery, although BMW has clearly made efficiency gains with the Neue Klasse platform and we should see the same cylindrical layout of cells found in the iX3 for better packaging. Expect a significant improvement on the maximum 293 miles between top-ups that the current iX1 offers.

That should apply to both single-motor and dual-motor versions, because as with the current iX1, we expect the new car to come with a variety of powertrain layouts. BMW traditionalists will be happy though, because unlike the model on sale now, the cheapest iX1s will have a motor mounted on the rear axle; the Neue Klasse platform doesn't cater to front-driven layouts.

The sixth-generation eDrive electric motors available on Neue Klasse models enable the rear-mounted unit to provide as much as 402bhp, with dual-motor cars adding power at the front. We don't expect the iX1 to top out at the same 463bhp as the new iX3 xDrive50, although a healthy increase over the current iX3's 309bhp maximum seems likely.

The latest eDrive motors on Neue Klasse BMWs also reduce energy losses by 40 per cent compared with previous-generation BMW EVs, as well as reducing weight by 10 per cent, all of which helps to provide improved efficiency.

The Neue Klasse platform uses an 800V electrical architecture, futureproofing it with a maximum charge rate of up to 400kW. We've witnessed the iX3 replenish more than 250 miles of range in just 10 minutes; even if the iX1 doesn't get the same ultra-rapid top-up times as its bigger sibling, it should easily beat the current car's 130kW charge rate.

BMW has previously said all Neue Klasse models will get a new panoramic iDrive system, even in entry-level cars such as the iX1. The new iDrive layout is the most significant change to BMW interiors for years, providing a full-width display for key information, supplemented by a large touchscreen in the centre of the dash. The new iX3 comes with an optional head-up display and we expect top versions of the iX1 to get this option too.

The iX1's infotainment will be based on BMW's 'Operating System X' (the 10th iteration of iDrive), which was introduced this year with the iX3. Neue Klasse models, like the new iX1, will be designed to use the brand's 'HypersonX' audio system, too, which augments driving sound to help create an "emotional interaction between the driver and their BMW". Other changes coming to the interior could include a two-spoke steering wheel with haptic feedback controls.

With the Neue Klasse platform, which has been designed for electric power from the outset, the iX1 should

"THE INFOTAINMENT WILL BE BASED ON BMW'S 'OPERATING SYSTEM X', WHICH WAS INTRODUCED WITH THE iX3"

"ONE AREA WHERE THE NEUE KLASSE iX1 SHOULD REALLY STAND OUT IS EFFICIENCY. EXPECT A SIGNIFICANT IMPROVEMENT ON THE MAXIMUM 293-MILE RANGE THE CURRENT iX1 OFFERS"

Automedia

AEX SPIED

CAUGHT OUT
Our spies have spotted the iX1 being tested in Germany while it's fine-tuned ahead of its expected launch in 2027

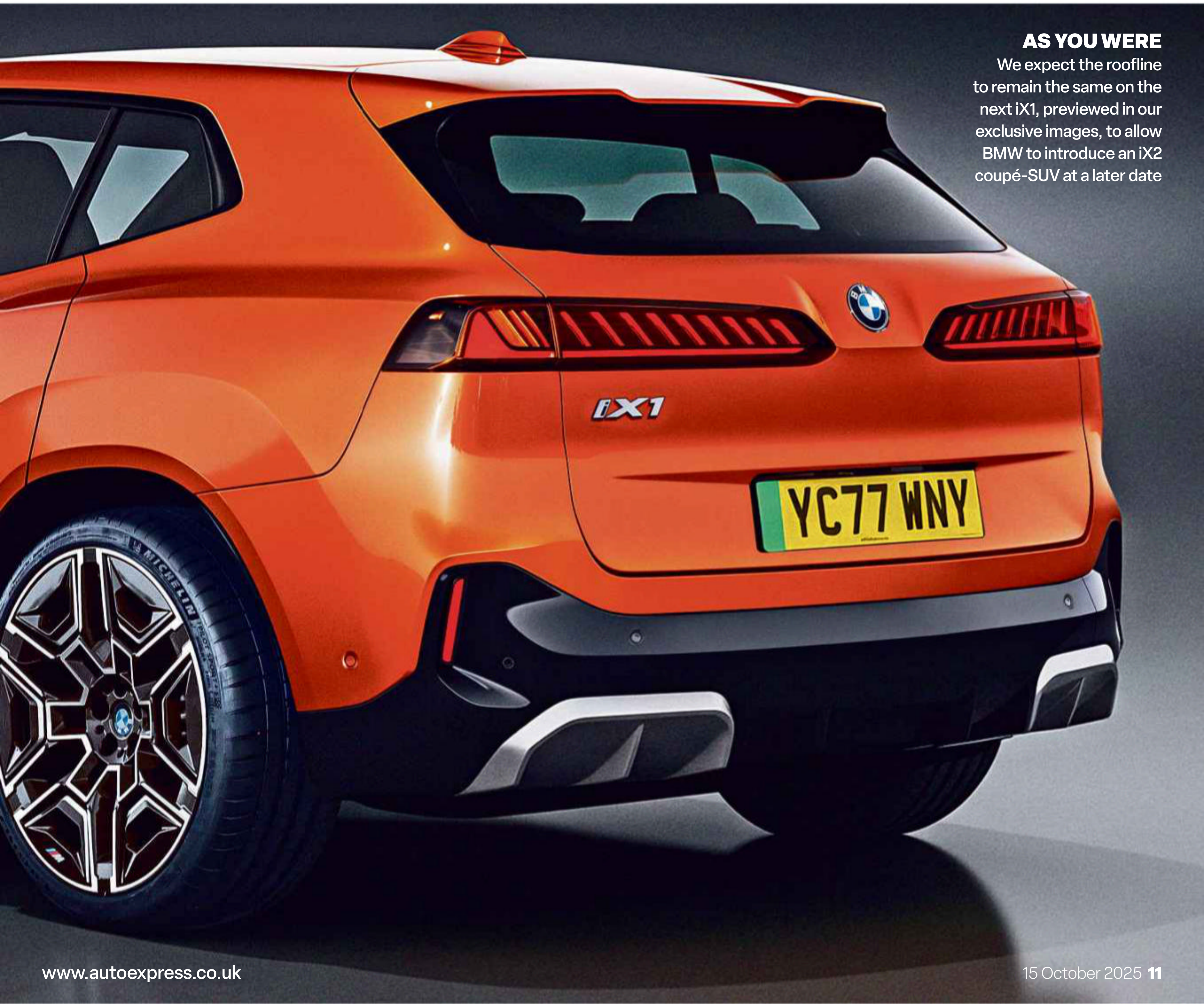
be able to package its battery and powertrain more efficiently, which should in turn create more space inside. That's certainly the case in the back seats of the latest iX3, although on paper, that car's boot shrinks from 550 litres to 520 litres in the latest Neue Klasse car.

The next iX1 is still more than a year away, with a launch date expected in 2027. That makes it difficult to predict pricing, although given the hotly fought area of the market in which it'll sit, we could see it creep in under the £40,000 mark. Range-topping dual-motor versions in more lavishly equipped M Sport trim will likely nudge £50,000 or more.

We expect BMW's plan for the petrol-powered X1 will fit in with the manufacturer's next-generation internal combustion-engined 3 Series and 5 Series, which will share their Neue Klasse design language with the all-electric i3 and i5 – despite sitting on different platforms.

Even though it'll gain a similar look to the new iX1, the next internal-combustion X1 should retain its CLAR architecture, meaning buyers will still be offered a mix of mild-hybrid and plug-in hybrid engines.

Much of the new technology introduced on Neue Klasse models will still be available on petrol-powered BMWs in future, such as the new iDrive Panoramic dash layout and the latest OS X infotainment – although the HypersonX system will be reserved purely for EVs.



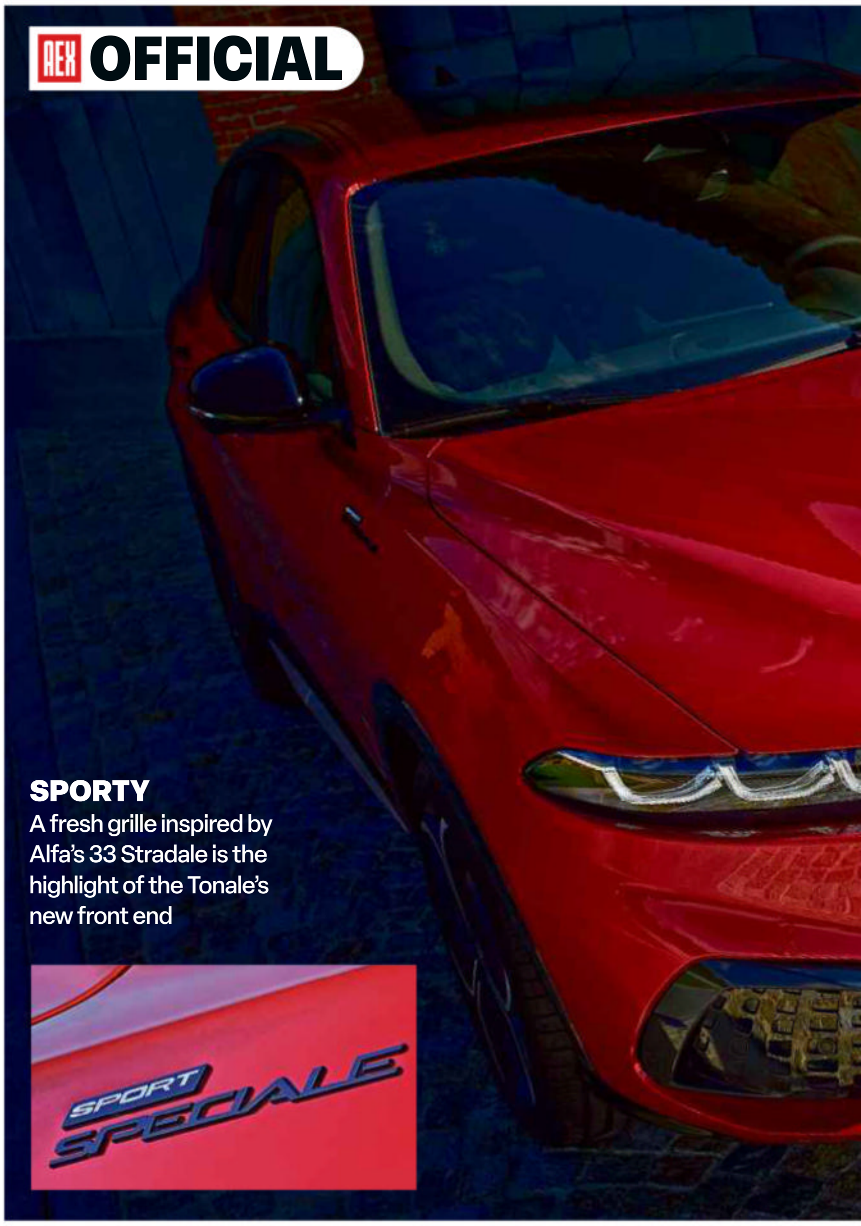
AS YOU WERE
We expect the roofline to remain the same on the next iX1, previewed in our exclusive images, to allow BMW to introduce an iX2 coupé-SUV at a later date

Alfa refreshes Tonale t

OFFICIAL Italian brand's sporty SUV gets a more aggressive front end and re

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk



OFFICIAL

SPORTY
A fresh grille inspired by Alfa's 33 Stradale is the highlight of the Tonale's new front end

ALFA Romeo has revealed an updated version of its slow-selling Tonale SUV in the hope of re-energising the model in the face of fresher competition. By introducing a refreshed interior and a more assertive new look, Alfa is hoping to tap into a bit of the magic that has its smaller Junior flying out of showrooms.

Full details of the new Tonale range have yet to be revealed, but it will be available in a three-tier line-up with a choice of three powertrains when it arrives in this country next year.

The key changes outside focus on a new front end. This includes a subtly reshaped 'Scudetto' grille and four new vents around it, with a more aggressive lower bumper. The grille is inspired by the brand's 33 Stradale supercar, with concave slats that sit within a floating frame. These new elements don't completely change the front-end design, but they do give the SUV some extra aggression.

The Tonale's rear end is unchanged, but the sleek full-width rear lights and large round exhaust outlets on PHEV models are still striking compared with rivals. These tweaks are accompanied by new 19 and 20-inch wheels, the latter swapping the familiar tele-dials for a new three-spoke design.

Alfa says a wider track helps to give a more aggressive stance than the old car. There are no changes to the body, but the Tonale appears to sit on the road with more attitude. Buyers also have new Rosso Brera, Verde Monza and Giallo Ocra (red, green and yellow respectively) paint options.

Inside there is a new centre console with a smaller rotary gear selector in place of the old model's lever, but the aluminium paddles behind the steering wheel are retained. There is also new trim for the seats and dashboard, plus more contrasting stitching around the dash and doors.

The digital displays are the same as in other Alfa Romeos, with a 10.5-inch touchscreen forming the main interface that controls the media, navigation and smartphone-mirroring apps. This system is somewhat rudimentary, but all the key elements are in there, including embedded navigation on higher-spec models.

Fans of physical dials and buttons will be happy to see the key climate controls are still off-screen, placed in a row of buttons lining the base of the display. Alfa Romeo's DNA drive-mode switch and a physical volume roller are also still fitted.

Ahead of the driver is an additional 12.3-inch digital display, which takes the shape of traditional Alfa Romeo cowled dials. Not only do they offer a full map view and expanded trip info, drivers can also choose a 'heritage' layout, which displays two round dials inspired by iconic Alfa Romeo models from the seventies.

There will be four engine options available globally. These include a mild-hybrid petrol, a diesel and two plug-in hybrids, although the UK is unlikely to get the diesel. Hybrid models feature a turbocharged 1.5-litre four-cylinder petrol engine with varying levels of electrical assistance. The entry-level 48V mild-hybrid model is rated at 173bhp, and powers the front wheels through a seven-speed dual-clutch transmission.

From here, the two plug-in-hybrid options pair this same engine with a six-speed automatic, plus a larger electric motor and battery pack. These are also four-wheel drive, thanks to a second, rear-mounted e-motor. Two variants are offered: the base model with 187bhp and a top-spec 265bhp alternative. Alfa has not announced the new model's all-electric range, or any efficiency figures. However, we expect them to mirror the current model, which posts an all-electric range of around 38 miles from a charge.

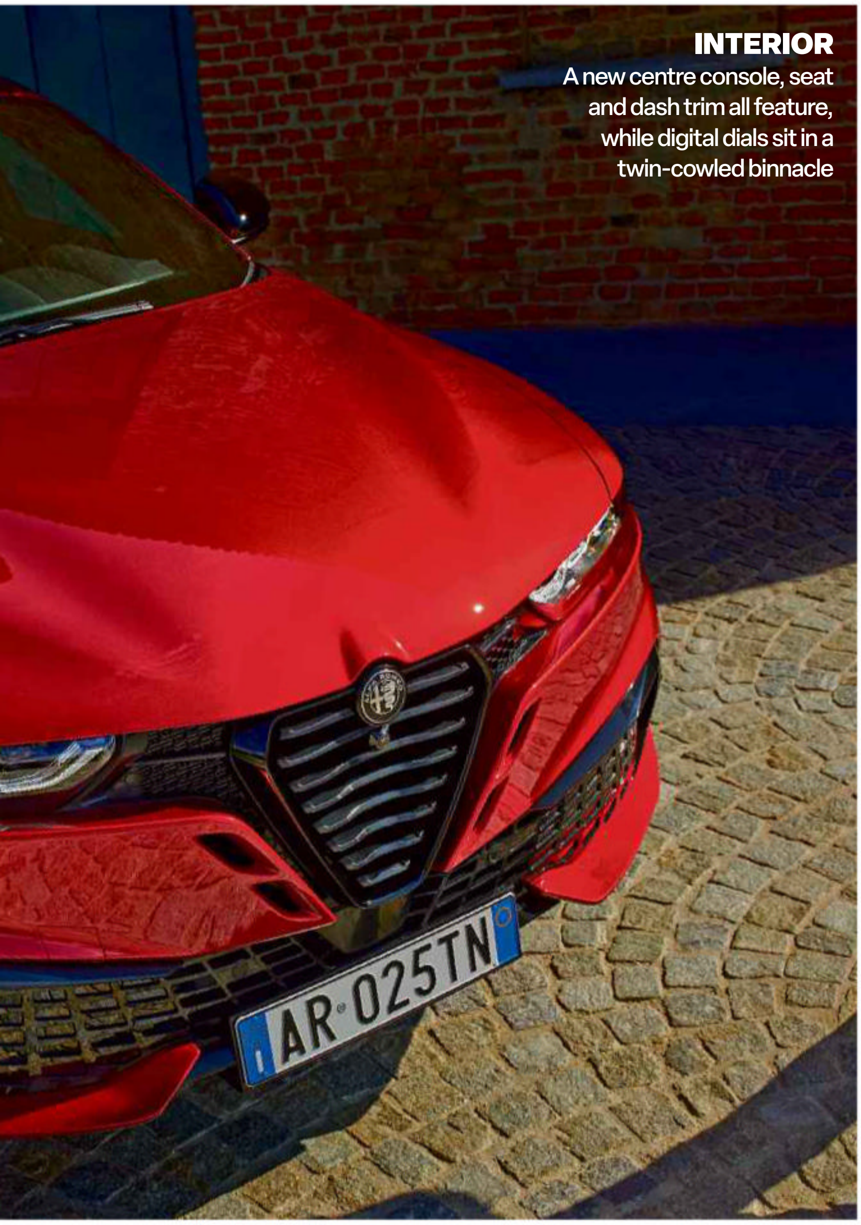
The UK will offer the Tonale in 'base', mid-tier Ti and top-spec Veloce trims. Equipment varies between them, but key standard features across the range will include 17-inch wheels, full LED lighting, keyless entry and go, wireless Apple CarPlay and Android Auto, and a reversing camera. Ti cars have 18-inch wheels, heated leather seats and aluminium paddle shifters. Veloce ups the wheel size to 19 inches, plus there's matrix LED headlamps, uprated Brembo brakes and adaptive dual-stage valve dampers.

UK prices for the new model are still to be confirmed, but we don't expect them to move far from the current model. This kicks off at around £37,000 for the entry-level mild hybrid, rising to over £50,000 for the top-spec plug-in hybrid.

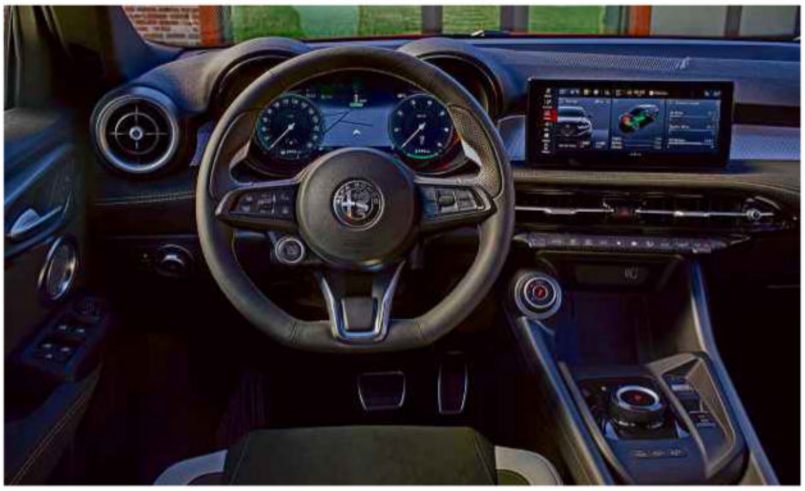
> **"ALFA ROMEO IS HOPING TO TAP INTO A BIT OF THE MAGIC THAT HAS ITS SMALLER JUNIOR SUV FLYING OUT OF SHOWROOMS"**

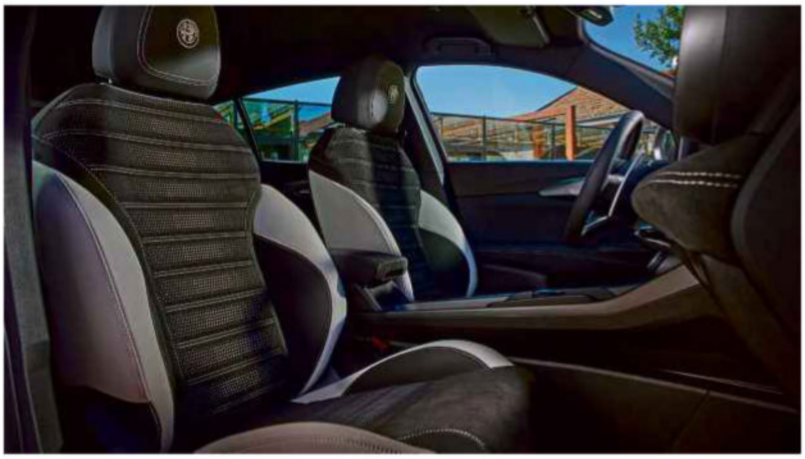
o take on newer rivals

evamped cabin



INTERIOR
A new centre console, seat and dash trim all feature, while digital dials sit in a twin-cowled binnacle





FCA announces £8.2 billion car finance compensation scheme

REPORT 14 million people in UK could be in line for an average payout of £700 for mis-sold finance

> "THE FCA'S COMPENSATION SCHEME WILL SEE LENDERS FORCED TO CONTACT THOSE AFFECTED WITHIN SIX MONTHS OF ITS START"

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

THE Financial Conduct Authority (FCA) has announced an official redress scheme for the UK's car finance scandal, with 14 million people each in line for hundreds of pounds in compensation.

Confirmed following a consultation that began in August, the redress scheme is set to cost the industry £8.2billion. The FCA's chairman, Nikhil Rathi, said: "Many motor finance lenders did not comply with the law or the rules. Now we have legal clarity, it's time their customers get fair compensation. Our scheme aims to be simple for people to use and lenders to implement."

The FCA's compensation scheme will see lenders forced to contact those affected within six months of its start date. The average payout is estimated to be around £700 per finance agreement; anyone who signed onto more than one "unfair" agreement will receive payments for each and thus will be entitled to more.

Claimants will have six months to decide whether they want to opt in to the scheme; it will be assumed that those who have already complained to their lenders will want to opt in if the firms don't hear from the complainant within a month of the scheme's start.

The Authority also says that if a claimant is not contacted because the lender didn't store the appropriate information, they will have one year from the date of the scheme starting to make a claim. Consumers are also notified that they can choose not to take part in the official redress scheme and go to court instead – potentially to receive even more compensation – although success is far from guaranteed.

Auto Express also warns consumers to stay away from car finance claims firms. Using one of these is totally unnecessary and could see you give up a significant portion of your compensation needlessly.

According to the FCA, there are three types of people who can make a claim under the new redress scheme:

1. Those who signed up to a discretionary commissions arrangement (the issue that caused the whole debacle and which involved lenders inflating interest rates in order to give dealers more commission).
2. Those who signed up to a finance deal with excessively high commission (35 per cent of the total cost of credit and 10 per cent of the loan).
3. Those who signed up to an agreement that gave the broker (often the car dealer) exclusive rights to the lender.

All agreements of the types listed above must have been signed between 6 April 2007 and 1 November 2024 to be eligible for consideration under the scheme.

The FCA has not confirmed any dates when the redress scheme will commence, however it has indicated that payouts "could start next year [2026]".

OPINION

COMPENSATION: IS £700 ENOUGH?

Thomas.Jervis@autoexpress.co.uk

HALLOWEEN is almost upon us and although the prospect of payouts has certainly given lenders a fright, it seems like Christmas has come early for millions of consumers.

Yet, while few would turn their nose up at a cheque for £700 coming in the post, there is some debate as to whether the average payout figure quoted by the FCA appropriately compensates consumers.

However, at Auto Express we feel the FCA has struck the right balance between compensating the consumer and protecting the industry.

While an expected £8.2billion hit to lenders is nothing to sniff at, it's far less than the amount originally touted, and a substantially smaller bill than if the Supreme Court had ruled that all undisclosed commission was illegal; experts said this could have resulted in over £30billion in payouts.

Such a big bill would have inevitably bankrupted many lenders and subsequently pushed up the price of car finance. Not only would this impact those looking to buy a new car, but fewer new cars being sold could also have negative effects on the used market, with supply not meeting demand and thus pushing up the cost of purchasing a pre-owned vehicle. In this instance, no one wins.

That's not to mention the job losses that could occur and the knock-on impact to the wider car industry as it suffers a potential downturn in sales.

Those who paid obscene levels of commission deserve their money back, but most of us will have to make do with a bit less than we hoped for.

> "THE FCA HAS STRUCK THE RIGHT BALANCE BETWEEN COMPENSATING THE CONSUMER AND PROTECTING THE INDUSTRY"

CHANGED Production version of Lanzador 2+2 seems set to be a PHEV rather than an EV

Lambo shifts to PHEVs as EVs deemed "wrong offer"

LAMBORGHINI has officially put the brakes on the launch of its first all-electric car, all but confirming the radical Lanzador 2+2 concept (above) will be a plug-in hybrid (PHEV).

Speaking to Auto Express, CEO Stephan Winkelmann cited slowing EV demand and brand perception for the U-turn. "When it comes to our type of cars, our customers don't see EV as an alternative," he said. "We could do an EV, but I think it's the wrong offer for the next years." A final decision on the Lanzador's powertrain is expected soon.

Winkelmann also stressed the importance of Lamborghini's image to its millions of fans. "We are those who make the people dream," he added, suggesting that electric power doesn't yet fit that vision.

The move is bolstered by the huge success of Lamborghini's current hybrids. "The big step we made was to move the entire brand from ICE to PHEV – and this worked out," he explained. The company promised customers that its hybrids would be faster while lowering emissions, a commitment that has resonated with buyers of the Revuelto and Urus SE.

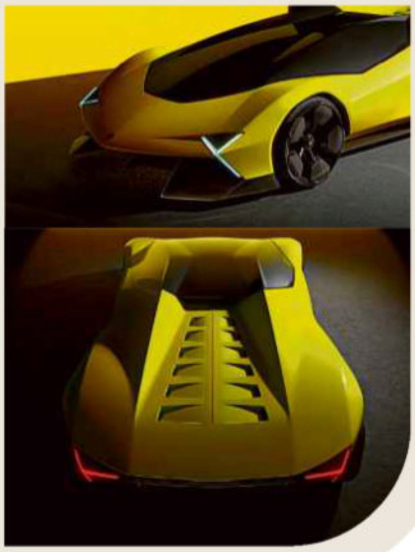
This PHEV-first strategy is now locked in. Winkelmann confirmed the next-generation Urus, due in 2029, will also be a plug-in. In a further boost for purists, he also confirmed the brand's V12 engine will continue beyond 2030.

While Manifesto hints at company's future styling

ELSEWHERE, Lamborghini has revealed its Manifesto design study. It's less a preview of a specific supercar, more an exercise in design language, plus it marks Lamborghini Centro Stile's 20th anniversary.

You won't see a production Manifesto on the road in 2027, but cars to come from Lamborghini will wear design traits first explored on the concept.

Centro Stile director Mitja Borkert described the car as 'pure sculpture' and a 'design manifesto'. In contrast to the recently revealed Fenomeno hypercar or the Revuelto, Manifesto is more about evolving lines, and is a change of visual pace for the company.



Our man (centre) gets the lowdown on the first EV from Ferrari

Ferrari EV will offer more than 1,000bhp and 330-mile range

IN contrast to Lamborghini's electric car plans being put on ice, Ferrari will launch its first EV next summer. The Elettrica will be a four-door, four-seat, SUV-like car with four electric motors. They will deliver over 1,000bhp and 11,500Nm of torque in Launch mode, allowing the 2.3-tonne car to do 0-62mph in just 2.5 seconds.

Ferrari's 'Torque Shift Engagement' system will use shift paddles on the steering wheel to simulate engine braking and offer five progressively higher levels of power delivery, creating the sensation of relentless acceleration akin to a petrol Ferrari. However, instead of replicating a V8 or V12 soundtrack, noises and vibrations from the rear motors will be amplified by an accelerometer to give them their own unique voice.

The Elettrica's 122kWh battery will offer more than 330 miles of range, it's claimed, while the car's design provides a lower centre of gravity than an equivalent petrol car. The next evolution of the brand's active suspension system will be fitted, offering better ride comfort and precise body control, Ferrari says.

But the company's iconic V12 petrol engine is set to live on

AT the same time, Ferrari has confirmed its naturally aspirated V12 engine will keep evolving to comply with emissions regulations.

Ferrari's chief research and development officer, Ernesto Lasalandra, has also revealed that its V6 and V8 engines will meet emissions standards, and have increased power outputs. Based on a diagram we saw, the V6 – which will be used in the new 1,183bhp Ferrari F80 hypercar – is in line for a significant boost.

Ferrari plans to launch four new cars every year until the end of the decade, by which point it projects 20 per cent of its sales will be EVs, down from the 40 per cent previously quoted. The remainder will be split equally between hybrids and pure-petrols.

AUTO
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UK sales of Model 3 Standard unlikely

Standard models of Tesla pair lose kit to cut prices

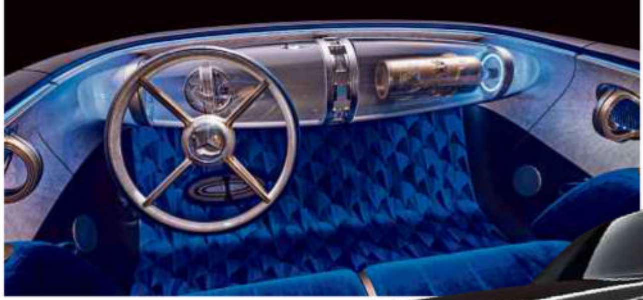
TESLA has revealed new, more affordable 'Standard' versions of its Model 3 and Model Y EVs in the US, promising impressive efficiency and lower prices – but there's a question mark over their arrival in the UK.

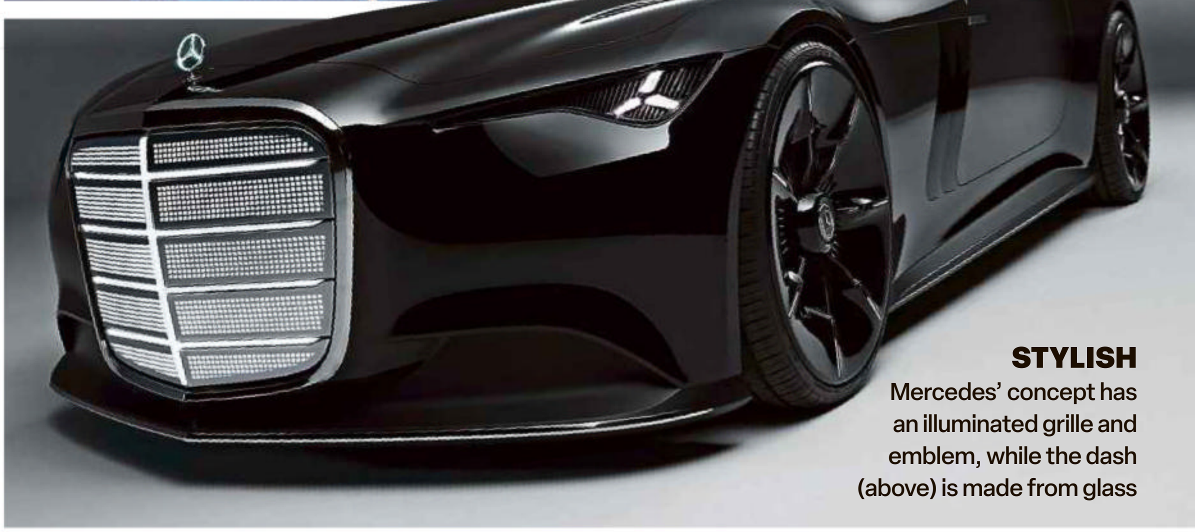
Leading the charge is the Model Y Standard, called the "most efficient" version of the SUV to date. It claims a 321-mile range on the US EPA cycle, which could translate to around 347 miles on the WLTP test used here.

This is apparently achieved by a smaller battery and aero tweaks, including unique 18-inch 'Aperture' wheels and revised bumpers. At $39,990 (approx. £30,000), it's $5,000 less than the next model up, but performance takes a hit, with the 0-60mph dash taking 6.8 seconds.

Joining it is a Model 3 Standard. To hit a $36,990 price (around £27,000), Tesla has been ruthless with its spec. Buyers forgo faux-leather seats, the rear touchscreen found on more costly models and active dampers. Autosteer assistance is also lost, and the AM/FM radio gets the chop.

So, when can you buy one in Britain? Don't hold your breath. Tesla has refused to comment on a UK launch, and with entry-level Rear-Wheel Drive models already on sale here, it's more likely we'll see those cars updated rather than these new variants being added to the line-up.





STYLISH Mercedes' concept has an illuminated grille and emblem, while the dash (above) is made from glass

Merc concept looks back to inspire future

Richard Ingram

Richard.Ingram@autoexpress.co.uk

THIS is the Mercedes Vision Iconic – a concept car that's apparently inspired by "the brand's rich heritage" but "designed for its future". Featuring a similarly bold, illuminated grille to that on the new all-electric GLC, it attempts to blend styling cues from Merc's latest cars with models from its past.

Combining old and new is a challenge Mercedes CEO Ola Källenius and his team have been battling for some time. In a recent interview, he asked Auto Express: "How do you keep your identity – this unmistakable Mercedes-ness – into the next generation?"

With the Vision Iconic, chief design officer Gorden Wagener has created a long bonnet similar to the firm's Art Deco-inspired models of the thirties, while to the rear he's incorporated elements of the 1954 Mercedes 300 SL.

Building on the GLC's light-up grille, the firm has taken the theme one step further for the Vision Iconic by even illuminating the brand's three-pointed star emblem.

Mercedes claims the gloss-black paint "emphasises the sculptural exterior design of the show car", while also pioneering innovative solar modules applied to the bodywork as a "wafer-thin paste". The brand's research shows that an area of 11 square metres – equivalent to the surface of a mid-size SUV – could, in theory, harness up to 12,000km (7,456 miles) of energy each year under "ideal conditions". The coating doesn't contain any rare-earth metals or silicone and is apparently easy to recycle.

Inside, the Vision Iconic presents what Mercedes calls an "entirely new experience of hyper-analogue and digital luxury". The centrepiece is the glass dash, which comes to life as the door opens, featuring an "entirely analogue animation".

There's no detail on what powers the concept, but Mercedes does say it is researching what it would take to "prepare a car like Vision Iconic with a Level 4 highly automated driving system".

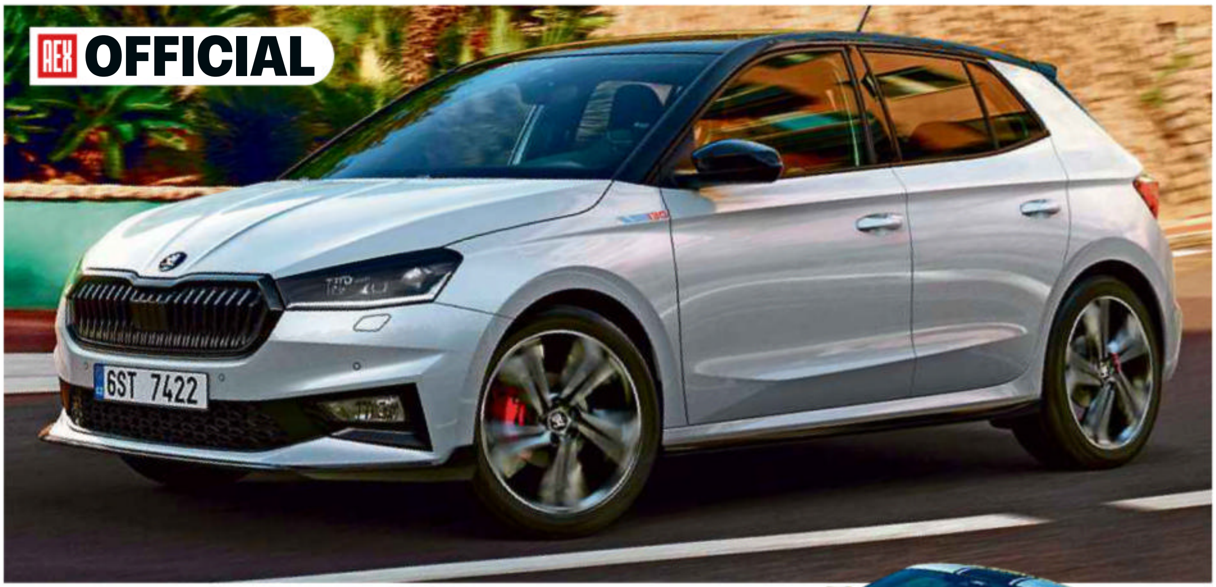
"MERCEDES CHIEF DESIGN OFFICER GORDEN WAGENER HAS CREATED A LONG BONNET SIMILAR TO THE FIRM'S ART DECO-INSPIRED CARS OF THE THIRTIES"

Skoda marks its anniversary with racy Fabia 130 hot hatch

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

Tuned 174bhp supermini celebrates Czech manufacturer's 130th birthday



WEEKS after we caught the car testing on the Nürburgring in Germany, Skoda has taken the wraps off its hot new Fabia 130 – a spicy hatchback that serves as a birthday present for the Czech company's 130th anniversary.

Priced at £29,995 with orders opening on 30 October, the Skoda Fabia 130 is based on the current £24,290 Monte Carlo model – but comes with a host of performance-focused upgrades to help transform it into a rival for the likes of the MINI Cooper S and Volkswagen Polo GTI.

Given that no vRS hot-hatch version of the current Fabia is offered, the 130 is positioned as the range-topper of the supermini's line-up and splits these two above rivals on price, although the Polo does offer 199bhp and the MINI 201bhp.

At least the Fabia 130's engine is more powerful than the options you find elsewhere in the supermini's range. It's a reworked version of the VW Group's widely used 1.5-litre four-cylinder turbocharged petrol unit, and in the Fabia 130 it benefits from a new intake and rocker arms to help increase its power output from 148bhp to 174bhp.

Although torque remains the same, at 250Nm, the Fabia 130's extra grunt means it dispatches the 0-62mph benchmark sprint in 7.4 seconds. That's 0.6 seconds quicker than the standard Fabia and more than two seconds faster than the diesel-powered first-generation Fabia vRS. The Fabia 130 tops out at 142mph – making it the quickest production Fabia Skoda has offered to date.

The Czech manufacturer hasn't just upped the car's power and left it at that, though, because the Fabia 130 gets some chassis upgrades, too. There's sports suspension that lowers the car by 15mm, and recalibrated steering "for greater precision and feedback". Skoda has also added new 'Normal' and 'Sport' driving modes, along with a revised traction-control system, while the standard-fit automatic seven-speed DSG gearbox has been fettled as well.

To ensure the new Fabia 130 isn't mistaken for the regular hatchback, Skoda has added '130' graphics to denote the brand's birthday, along with a set of 18-inch alloy wheels, twin exhaust tips, a diffuser, a spoiler and a new front splitter.

The interior also gets some tweaks in the shape of electrically adjustable sport seats, stainless steel pedals and gearshift paddles mounted behind a three-spoke steering wheel.

Being based on the Monte Carlo, the Fabia 130 also receives LED headlights, keyless go, a rear-view camera and metallic paint.

Super Snake will officially be sold here alongside the Shelby GT350

Shelby GT350 and Super Snake rev up for official launch in UK

THE history of Shelby is set to enter another chapter after the US firm announced its official launch in the UK. The Shelby GT350 and Super Snake will be available to order in right-hand drive for the first time.

They will be sold under licence by Shelby at a Glasgow showroom, and orders are being taken. CSL Shelby, producer of official Shelby-licensed car-care kits, set up Shelby UK and claims it can produce 30 right-hand-drive Shelbys per year from its Edinburgh base.

To build the UK-market GT350 and Super Snake, Shelby UK takes existing right-hand-drive Ford Mustangs and adds a conversion kit that is sourced directly from Shelby American. It takes as little as three weeks for a car to be transformed, says Shelby UK, with very few changes needed to make the cars approved for UK sale.

Pricing hasn't been revealed yet, but buyers can either add the kit to an existing right-hand-drive Ford Mustang or buy a completed car. GT350s start at $109,999 (roughly £81k) in the US, with the more potent Super Snake from $159,995 (around £120k).

Updated nose includes new LED lights, but no black panel

Fresh face for Nissan Ariya is inspired by latest Leaf

THE new Nissan Ariya has broken cover for the first time with a fresh look and upgraded technology.

The changes are the first significant update for the mid-sized, all-electric SUV, launched in 2022. Nissan says the new Ariya will arrive in the Japanese market by Spring of next year and we expect the UK won't be far behind.

The new design clearly takes inspiration from the latest third-generation Leaf. Compared with the old Ariya, the black panel on the nose is gone, while there are reshaped LED headlight clusters and a new lower air intake.

Other upgrades include the Google-powered infotainment already used in the latest Leaf and Qashqai, plus vehicle-to-load functionality. Suspension tweaks are also promised for the Japanese-market car, but whether UK models will follow suit remains to be seen.

The current Ariya offers 63kWh and 87kWh batteries, for a range of up to 329 miles. The smaller Leaf offers up to 370 miles, so we expect the Ariya to gain some range.

Kia tests battery passports for EVs before 2027 launch

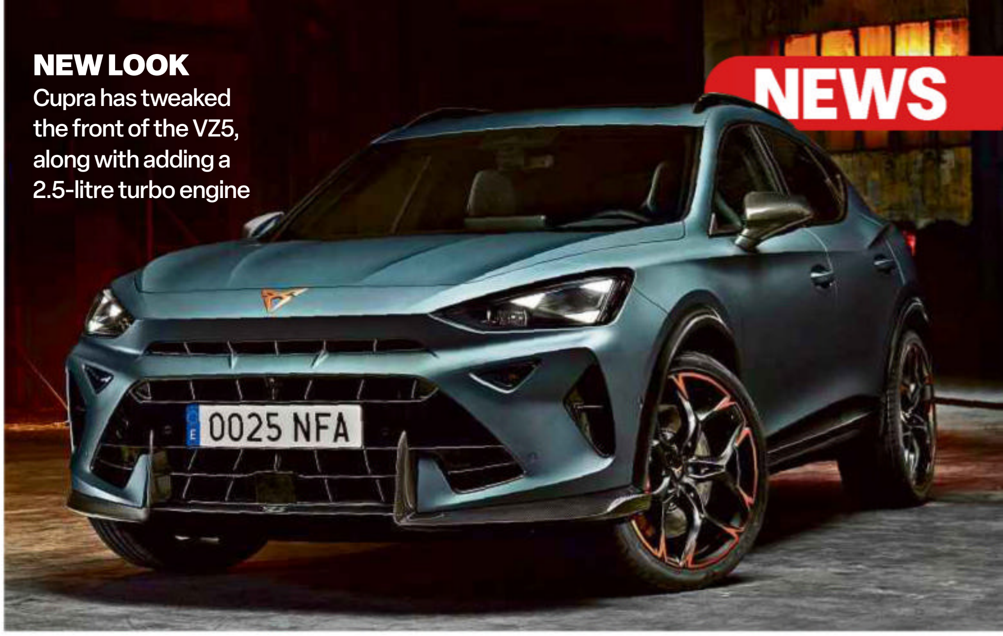
KIA has begun the first public trials of cell-level battery passports, which could revolutionise the used EV market.

The trial uses battery cell-monitoring technology, which can collate data from a car's battery pack down to individual cell level. This can be accessed either by mechanics to diagnose a problem, or prospective buyers wanting to get a picture of the battery's overall condition.

It's hoped this will improve battery repairability because mechanics will be able to identify and replace faulty cells. It should also boost consumer confidence in used electric cars and residual values.

Kia says that it hopes to bring this tech to market by February 2027 for its hybrid and electric-car line-ups.

Tech is being trialed on an EV3, but will be widely offered



NEW LOOK
Cupra has tweaked the front of the VZ5, along with adding a 2.5-litre turbo engine

Cupra finally brings Formentor VZ5 to UK

Alastair Crooks

Alastair.Crooks@autoexpress.co.uk

THE Cupra Formentor is one of our favourite small SUVs, and among its attributes is a wide range of engines. Now there's even more choice, because the firm has added the five-cylinder unit from the Audi RS 3 to the VZ5 edition.

While the Formentor VZ5 has been offered in left-hand-drive markets for several years, Cupra has just announced it'll now bring the hottest variant to the UK. The 2.5-litre turbo engine produces 384bhp and 480Nm of torque – a significant jump over the 328bhp and 420Nm offered by the current VZ3's 2.0-litre turbocharged four-cylinder motor.

The VZ5's straight-line performance is much stronger as a result. A 0-62mph time of 4.2 seconds is more than half a second faster than the VZ3, and the VZ5 tops out at 155mph. Just like the Audi RS 3, the Formentor gets an all-wheel drive system, including torque-splitting technology to provide each wheel with an even distribution of power, which goes through a seven-speed dual-clutch gearbox.

The Formentor is only the second VW Group car to use this five-cylinder turbo engine, after the Audi RS 3. There could potentially be another joining the party soon in the shape of a range-topping Volkswagen Golf R – which we've recently caught testing around the Nürburgring in Germany.

UK pricing for the Formentor VZ5 hasn't been announced yet, but it'll certainly cost a fair bit more than the £54,645 VZ3 333. Just 4,000 VZ5s will be sold globally and the Spanish manufacturer says production will start early next year.

As you'd expect, given its monstrous powertrain, the VZ5 stands out from the rest of the Formentor line-up with a series of cosmetic tweaks. There's a reshaped front bumper, a new front splitter with VZ5 engraved on it, wheelarch extensions, a fresh rear bumper and distinctive diagonal quad exhaust tips finished in Cupra's trademark copper colour. Inside, there are bespoke bucket seats with extra side bolstering.

The Formentor VZ5 also gets unique copper-coloured 20-inch alloy wheels, and there's additional VZ5 badging, plus a selection of metallic or matt paint finishes, including Midnight Black, Dark Void, Magnetic Tech Matt, Century Bronze Matt and Enceladus Grey Matt.

> **"THE FORMENTOR GETS AN ALL-WHEEL DRIVE SYSTEM, INCLUDING TORQUE-SPLITTING TECH"**

ARE CARS GETTING TOO BIG?

Tom Jervis

Thomas.Jervis@autoexpress.co.uk

SIXTY years ago, the most popular car in the UK was the Austin/Morris 1100: a small family model that measured roughly 3.7 metres long, 1.6 metres wide and weighed around 830kg. Today, the UK's best-seller is the Ford Puma SUV: once again a small family car, but measuring 4.2 metres long, 1.8 metres wide and weighing in at a comparatively portly 1,300kg – and even more in fully electric Gen-E guise.

The recent expansion of cars' size and weight – often referred to as 'carspreading' – has become a contentious topic in recent years, with many questioning whether we've prioritised kerb appeal above the likes of safety and the environment.

As a case study of how much cars have grown over the past six decades, we brought together a lovingly restored original Fiat 600 hatchback and the new Fiat 600e, both small family models in their respective era, despite the newer EV's fashionable SUV form. However, as we slowly found out, today's definition of a 'small' car varies wildly from that of 60 years ago.

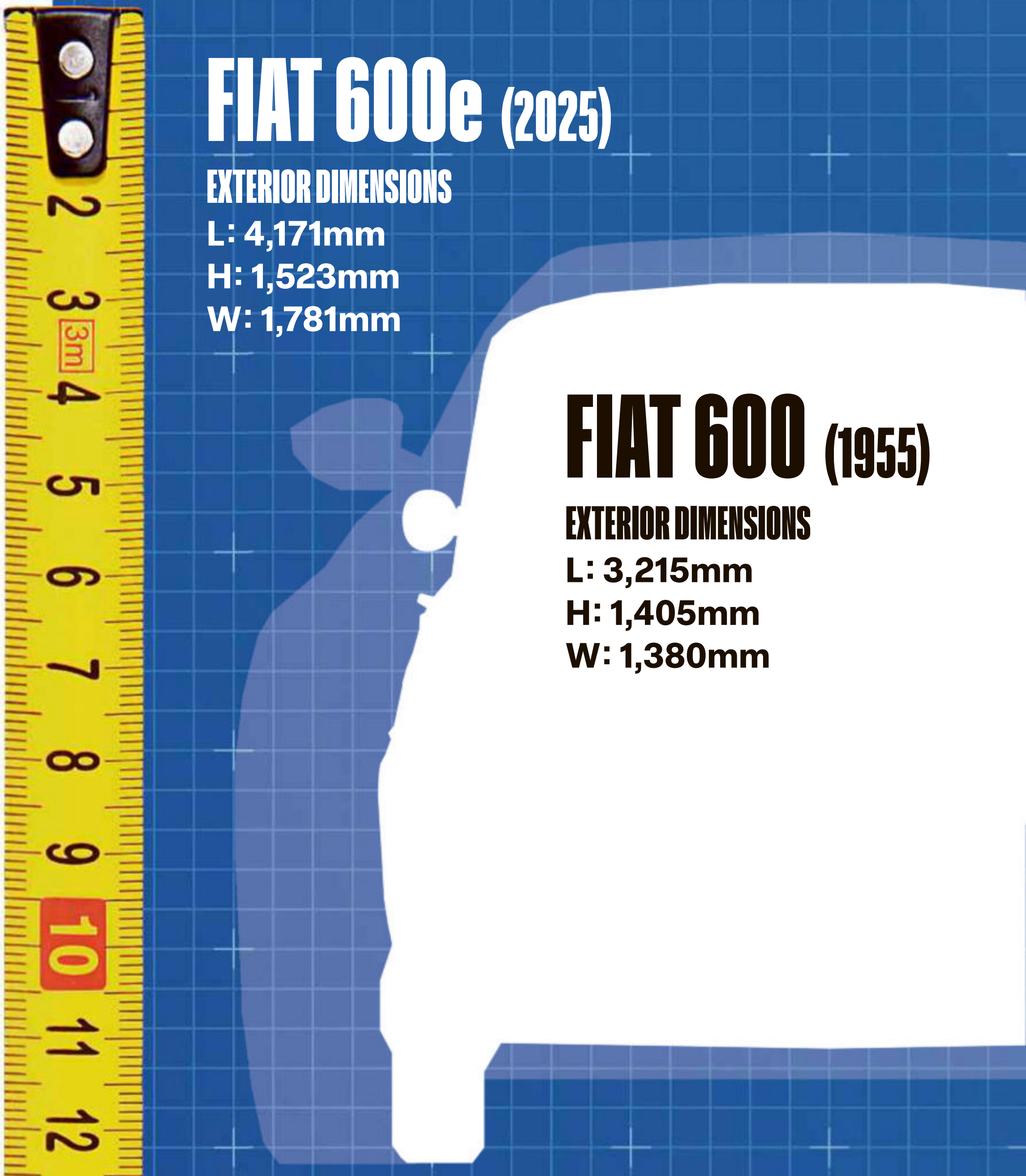
WHY ARE CARS GETTING BIGGER?

To understand whether larger cars do have a tangible impact – and to what extent – it helps to first look at how we got here. There's a multitude of reasons why cars have gradually grown in size, yet the biggest influences can be summed up by what we'll refer to as the three Ps: 'Protection', 'Pride' and 'Profitability'.

We'll come back to the first 'P' in a moment because it's important to highlight how the other two feed into one another. For years, large 4x4s were typically viewed as work vehicles and not typically a symbol of status. This changed in 1970 with the introduction of the original Range Rover; boasting incredible luxury and uncompromising off-road capability, the British icon kickstarted the idea that cars of this kind could be desirable.

In the decades that followed, other luxury car makers such as Lexus, BMW, Mercedes, Audi and Porsche hopped on the luxury SUV bandwagon. Although a few cheaper options such as the Mitsubishi Shogun and original Vauxhall Frontera

Original Fiat 600 looks tiny in a modern car park

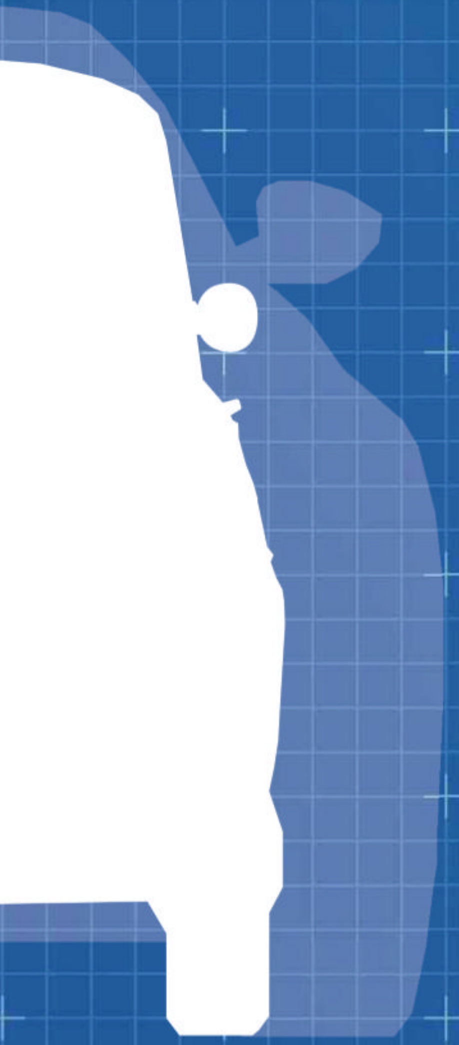


FIAT 600e (2025)

EXTERIOR DIMENSIONS
L: 4,171mm
H: 1,523mm
W: 1,781mm

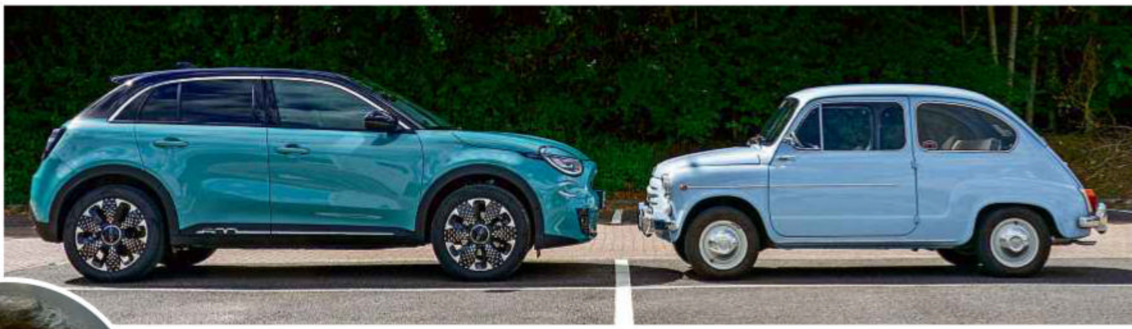
FIAT 600 (1955)

EXTERIOR DIMENSIONS
L: 3,215mm
H: 1,405mm
W: 1,380mm



LITTLE AND LARGE
Our graphic shows how the original fifties Fiat 600 is dwarfed by its 2025 electric namesake

The increasing popularity of SUVs has prompted concern over the concept of ‘carspreading’. We explore why cars are getting bigger and heavier, plus the effect this has on motorists and other road users



PIETRO ORSATTI Head of product, Fiat UK

“DRIVER, PASSENGER AND PEDESTRIAN SAFETY IS ALWAYS A KEY PRIORITY IN FIAT VEHICLE DESIGNS”

were launched, too, most SUVs offered were restricted to the upper end of the market.

This changed with the arrival of the Nissan Qashqai in 2006. Compact SUVs such as this had existed before in the form of things like the Honda CR-V and Toyota RAV4, but the Qashqai offered an enticing blend of stylish looks and tall ride height with the affordability of a family hatchback. This proved a winning blend that captured the public’s attention and since then we’ve barely looked back.

While SUVs certainly play to our own vanity, they also expand the pockets of the firms that make them. While most two-wheel-drive SUVs are comparable in terms of fuel economy to an equivalent hatchback – and much less thirsty than an average 4x4 – manufacturers can charge a lot more for the status they provide.

For example, the Ford Puma exists somewhat as the spiritual successor to the recently discontinued Ford Fiesta on which it’s based. They offer similar levels of space, although higher seats on the Puma create the illusion of a much taller car, but the Puma was priced, before the Fiesta’s demise, at roughly 10-15 per cent more than its supermini sibling.

Brands can do this because the industry has also curated a narrative of larger cars offering greater ‘Protection’ for occupants. This, for the most part, seems to be the case; Department for Transport data for the past two decades – which have coincided with the phenomenal rise of the SUV – shows that the number of car occupant casualties dropped from 183,858 in 2004 to just 70,089 in 2024. Car occupants today account for just 54 per cent of road collision casualties, down from 65.5 per cent 20 years ago.

This is largely due to safety innovations such as curtain airbags and crumple zones becoming a key part of car design. Manufacturers must incorporate these in order to comply with increasingly stringent regulations, with all passenger car proportions – not just SUVs’ – expanding to accommodate them.

Fiat’s UK head of product, Pietro Orsatti, told Auto Express: “Vehicle design is heavily influenced by customer needs and expectations, although safety regulations and advances in technology are also important factors; driver, passenger and pedestrian safety is always a key priority in Fiat vehicle designs. The Fiat 600 meets all current European pedestrian protection standards and incorporates a full suite of technologies.”

So, bringing in our two Fiats, we measured them and found that, bar rear headroom, the interior passenger space was very similar between the two cars. Boot space on the 600e was much greater, thanks in part to how much longer the model is, but the difference in thickness between the two cars’ doors is staggering. This results in the 600e being a much wider car than the old 600, despite not feeling all that much more spacious.

It’s worth noting that SUV design and passenger safety aren’t exclusive to one another; while physics will always dictate that the occupants of a larger car are more protected than those in a small one, the design of impact zones and safety features will have a more significant impact on safety.

ARE SUVS MORE DANGEROUS?

Although the figures point to the fact that a larger car is safer for occupants, there is also evidence that suggests larger vehicles with high bonnet lines could be more dangerous for vulnerable road users such as cyclists and pedestrians.

A recent study by the London School of Hygiene & Tropical Medicine (LSHTM) and Imperial College London analysed more than 680,000 accidents from across the past 35 years and found that a pedestrian or cyclist is 44 per cent more likely to be fatally injured if hit by an SUV compared with a ‘regular’ car. This jumps to 82 per cent for children.

The key problem isn’t necessarily a vehicle’s weight – although in a car-to-car impact that is certainly an aggravating factor – it’s the high bonnet line that’s a common SUV design. This, combined with a blunt front end, is more likely to impact vital organs and to push whoever is hit forward into the road and under the vehicle, rather than a comparatively safer route up and over the bonnet.

Research from European environmental federation ‘Transport & Environment’ (T&E) found that the height of the average car bonnet ▶

“DRIVING AROUND IN AN O
600, REVEALS HOW MUCH

in the EU, UK and Norway has risen from 76.9cm in 2010 to 83.8cm in 2024. T&E called out Jaguar Land Rover because all its models have bonnet heights that exceed one metre, requesting that the EU (and by proxy the UK, because we tend to follow European automotive legislation) cap bonnet heights at 83cm from 2035.

Reacting to T&E’s observations, a spokesperson for the manufacturer told Auto Express: “JLR continually invests in safety and advanced technology features – which, amongst other things, include pedestrian detection, 3D surround camera systems, and autonomous emergency braking. We are committed to the highest safety standards and our vehicles are made with the strictest adherence to safety requirements."

Of course, SUVs are an obvious target, but it’s worth pointing out that the term is now used to describe everything from small crossovers to large 4x4s. Many so-called SUVs are really slightly raised hatchbacks with a smattering of plastic body cladding in order to give the impression of a real off-roader. The Puma is only around 7.5cm taller than a Fiesta and 20cm shorter in height than the Kuga family SUV, which is significantly smaller than some of the largest SUVs on sale. The same goes for the Fiat 600e which, while much bigger than the old 600, is nowhere near comparable in size to something like a Range Rover.

But while many are realising the potential negative impact of large cars and SUVs on pedestrians, the idea still persists that they provide enhanced safety for occupants. The UK head of the Clean Cities Campaign and part of the anti-4x4 and carspreading ‘SUV Alliance’, Oliver Lord, said: “This is a trend that’s not helping anyone and you end up getting stuck in that cycle where everyone thinks they need the bigger car to be the safest on the road. Then we're caught up in this arms race, but the irony is you can’t then see the kids in front of you because the bonnet’s so high, and then everyone else is much less safe.”

It’s worth pointing out that, according to T&E, electric SUVs tend to have a bonnet height that’s 2.3cm lower than the market average. This is likely due to the fact that a lower bonnet line is more aerodynamic than a blunter one – thus helping improve range – plus the fact that you don’t need to house an actual engine in the front.

ARE SUVS BAD FOR THE ENVIRONMENT?

Nevertheless, while EVs are touted as the better fuel option for the environment, there is a concern that SUVs – electric or internal combustion – are fundamentally bad for the environment. Lord points out that “big, heavy cars are less energy efficient than small, light ones” and that they “require more minerals to build them in the first place”.

Bigger cars thus require a more powerful, typically thirstier powertrain, so historically it’s been the case that the largest vehicles are the most expensive to run – both in the case of your wallet and the planet. But with the rise of EVs, things get a bit more complicated. To cover longer journeys an EV needs a large battery, which can have significant weight implications; a Tesla Model Y Long Range’s battery, for example, weighs around 770kg – just over a third of the car’s total weight.

The SUV Alliance accepts this fact, with Lord explaining how “you want the electric car to be as efficient as possible, but if it’s a big one, it’s going to be less aerodynamic. It’s then going to need an even bigger battery to power it and you end up with environmental implications”.

Many environmental campaigners have called on cities to mirror the French government’s so-called ‘SUV Tax’, which aims to disincentivise the purchase of large, heavy vehicles. It currently applies to cars weighing more than 1,600kg, with the tax in steps per kilogram over the threshold.

While EVs, including electric SUVs, are currently exempt from this sort of taxation, studies suggest that UK car buyers pay 20 per cent less tax on heavy vehicles than other European countries, and groups such as the SUV Alliance say more needs to be done, while also respecting the inherent bulk of EVs.

T&E, for example, proposes a tax system that all cars over 1,600kg should be charged £10 per kilo over the limit for their first year of VED, with electric cars benefiting from a higher 2,000kg limit.

“The correlation between the size and the weight of the car is very good, but that correlation starts to not be as strong when it comes to electric,” Lord said. “At the end of the day there are still going to be electric cars that are a reasonable size and offer a good range. Then there’s the big electric SUVs that can do the same range… this trend helps neither safety nor the environment.”

It’s not just the environment that large SUVs are accused of damaging, because they, as well as EVs of all sizes, have been accused of being too heavy and unsuitable.

Many people are concerned that the added weight of a battery, or the bulk of an SUV’s body could damage the structural integrity of not only our roads, but also things like multi-storey car parks.

The British Parking Association’s (BPA) Isaac Occhipinti told us: “While EVs are typically heavier

SPACE RACE
Senior content editor Shane Wilkinson (left) and consumer reporter Tom compared dimensions in the back of the Fiat 600 and 600e

LDER CAR, SUCH AS THE VEHICLES HAVE GROWN”

INSIDE STORY
Despite the 70-year gap between them, the amount of space inside the Fiat 600 and 600e is very similar, barring rear headroom

REAR INTERIOR DIMENSIONS

	HEADROOM	LEGROOM	SEAT WIDTH	SEAT DEPTH
Fiat 600	84cm	20cm	126cm	44cm
Fiat 600e	97cm	22cm	124cm	44cm

ISAAC OCCHIPINTI British Parking Association

“MULTI-STOREY CAR PARKS IN THE UK ARE GENERALLY DESIGNED AND BUILT TO COMPLY WITH NATIONAL BUILDING REGULATIONS”

than their petrol or diesel equivalents, multi-storey car parks in the UK are generally designed and built to comply with national building regulations and relevant structural design codes, which already include allowances for vehicle weight and load distribution. At present, there is no evidence to suggest that multi-storey car parks built to these standards are unable to accommodate EVs.”

That said, the BPA’s chief technical services officer has previously told The Guardian newspaper that “older car parks may present some initial risks that need to be addressed – not that can’t be addressed but that need to be addressed”.

SO WHAT ABOUT ROADS?

According to the Asphalt Industry Alliance (AIA), fears may be somewhat overblown. David Giles, the AIA’s chairperson, said: “We ask a lot from our ageing roads, from rising traffic volumes, to dealing with a wide range of temperatures and weather conditions, all of which can negatively impact road conditions. And, while most principal roads are designed to deal with current HGV weights, this is not the case with unclassified roads – which make up the majority of the network.

“While the increasing number of SUVs and electric vehicles should not impact structurally on main roads, which are well constructed, there may be more of an impact on the rest of the local road network. Here, existing weaknesses and loss of resilience, such as those indicated by potholes, could be worsened by rising traffic volumes and changing weather patterns, as well as by an increase in average vehicle weights.”

Instead, the AIA places the blame of road deterioration firmly on the Government, claiming

▶

TALE OF THE TAPE
Tom measures the amount of space left either side of our two Fiats in a standard 2.4-metre UK parking bay

FIAT 600e (2025)

SPACE EITHER SIDE IN PARKING BAY
309.5mm

FIAT 600 (1955)

SPACE EITHER SIDE IN PARKING BAY
510mm

"our view is that it's principally the lack of investment in highways maintenance over many decades that is responsible for the continuing deterioration of our local roads."

Weight aside, there is also the issue of size, which is more than evident. Take parking, for example: we parked both the Fiat 600 and 600e in a standard 2.4 metre-wide bay next to a large SUV.

The experience getting in and out of each was vastly different, and that couldn't simply be attributed to the old car's rear-hinged doors. The original 600, for starters, is 40cm narrower than the new electric model and this is most apparent in tight car parking spaces; entering and exiting the 600 was no problem, while I had to really squeeze myself out of the 600e, holding the door to avoid hitting the car in the next bay.

And I must stress, the Fiat 600e is classed as a 'small SUV', meaning the problem of tight car parks gets more severe for larger 4x4s. Such is the case that the Institution of Structural Engineers has recommended those building new car parks should specify a minimum bay width of 2.6 metres, although this will still be relatively tight for the biggest SUVs.

Driving around in an older car, such as the 600, also reveals how much vehicles have grown; even a standard Fiat 500 from the past few years feels comparatively huge when you're driving a small model from the sixties. Of course, the benefit here is that a smaller car feels much more suited to the UK's old, narrow streets, enabling you to drive around with confidence without needing modern aids such as 360-degree cameras.

Having said that, spend only a few seconds driving side-by-side with a huge lorry and you'll quickly realise how vulnerable you feel in something of the original 600's size. Getting behind the wheel of the 600 doesn't only involve getting past the lack of seatbelts, but also offering up your own body as a crumple zone; there are no airbags, either.

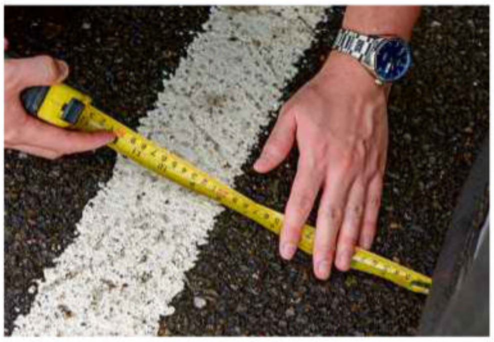
With this in mind, Fiat is adamant that it has struck the right balance in terms of size when it comes to the new 600e.

"While the original Fiat 600 was iconic for its size, today's vehicles are required to meet modern safety standards and the comfort and technology expectations of today's customers," Orsatti told us. "The new Fiat 600 is a good example of this approach, offering optimal space and practicality, whilst maintaining a compact footprint that is suitable for urban use but also with capability for longer journeys. In this context, the new 600 is a perfect size rather than too big."

ARE SUVS THE FUTURE?

So, if SUVs are too large for our roads and parking spaces, less economical than regular cars and potentially more dangerous to pedestrians, why do we continue to buy them?

That's a question asked by some climate campaigners, who have recently taken it upon themselves to vandalise SUV owners' cars; one group, known as the Tyre Extinguishers, hit the headlines a couple of years ago for letting down people's tyres.



PIETRO ORSATTI Head of product, Fiat UK

> **"TODAY'S VEHICLES ARE REQUIRED TO MEET MODERN SAFETY STANDARDS AND THE EXPECTATIONS OF CUSTOMERS"**

On behalf of the SUV Alliance, Lord says: "We don't advocate for that level of direct action because you get to the point where you're kind of vilifying that individual, who might not have even known about these issues and the concerns. Give them an opportunity to respond and actually have a conversation."

Yet, while SUVs are certainly the present – they accounted for one third of new-car sales in 2024 – they might not necessarily be the future.

Manufacturers are typically planning model line-ups five-to-10 years in advance, meaning most new cars on the near horizon will likely be SUVs and crossovers. However, it's possible that buyer tastes and perceptions might slowly begin to shift away from SUVs – particularly as some of the issues listed above get talked about more and more – with brands having to therefore react and build the vehicles customers want.

While Long was quick to refer to estate cars as an alternative to SUVs, a senior Peugeot product executive recently told Auto Express that "younger people like hatchbacks because they see SUVs as the cars of their parents, so it could come full circle".

Regardless, it's clear that while all SUVs can easily be tarred with the same brush, meaning small models are unfairly put into the same group as larger ones, there are several valid concerns, whether that be in regards to safety or the environment. With manufacturers bleeding cash in the switch to EVs and thus leaning on the extra revenue provided by SUVs, it then relies on Government intervention to ensure we keep both ourselves and the planet safe.

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AUTO EXPRESS

FIRST FOR DRIVES

29 SUBARU UNCHARTED
Our verdict on AWD electric SUV

30 KIA EV5
Enyaq rival put through its paces

34 PORSCHE 911 GT3
Updated track ace evaluated

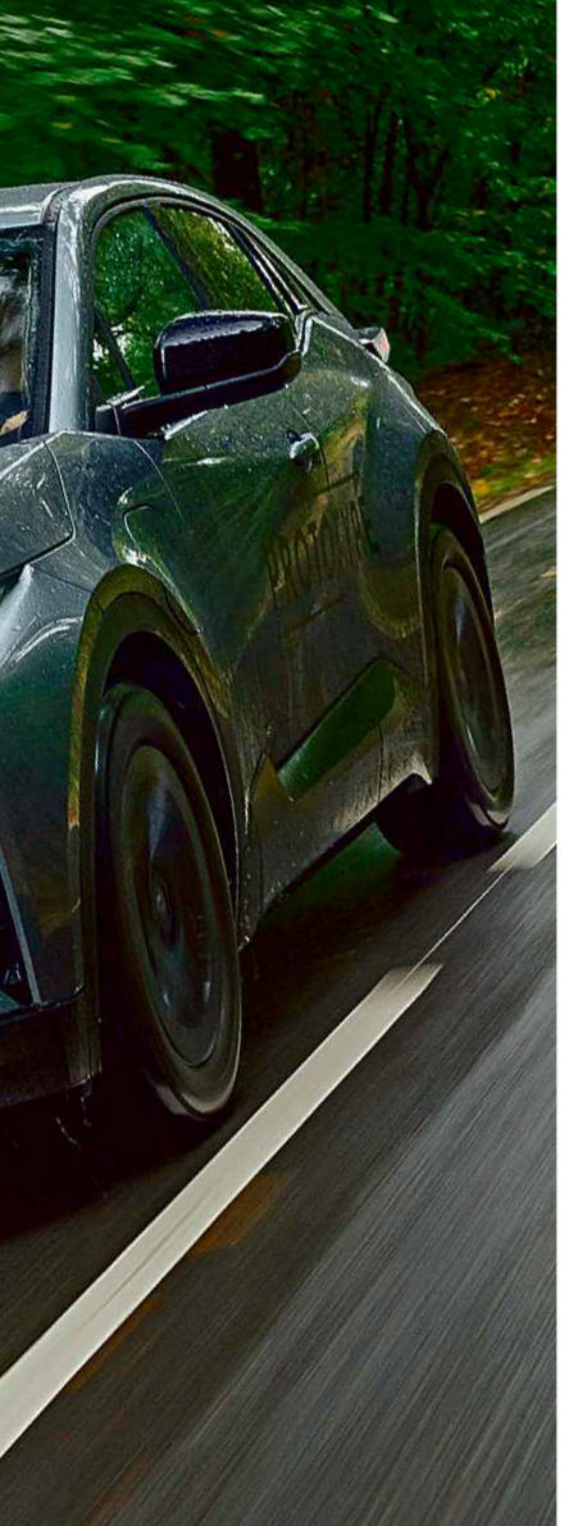
ON THE ROAD
Toyota has tuned the C-HR+ for European roads and has made a good job of it, although the real test will come when we drive the EV on the UK's rutted tarmac

> "We saw around 3.7 miles per kWh on our briskly driven test route, so well over 4.0mi/kWh will be easily achievable in regular driving"

ESSENTIALS

Toyota C-HR+ Design

Price: £37,000 (est.) **On sale:** March 2026
Powertrain: 72kWh battery, 1x e motor
Power/torque: 221bhp/269Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 7.3 seconds/99mph
Range: 378 miles
Max. charging: 150kW (10-80% in 28 minutes)
Size (L/W/H): 4,520/1,870/1,595mm



Toyota C-HR+

FIRST DRIVE Solid and sensible electric SUV is a tempting package for family-car buyers

Paul Barker

Paul.Barker@autoexpress.co.uk

THE circa-£37,000 point at the top of the Government's Electric Car Grant has become something of a hotbed of talented electric family cars in the past year or so, and Toyota is the latest to jump into the arena. The likes of Skoda's Elroq – our 2025 Car of the Year – and the Kia EV4 are new to a segment that already boasted established rivals such as the Ford Explorer, Volkswagen ID.4 and Renault Scenic among plenty of others.

Despite the name, the C-HR+ doesn't share much with the regular hybrid or plug-in C-HR that's been on sale for a couple of years in Mk2 form –only the regular parts-bin stuff that goes across brands such as switchgear. It's a different platform, using the e-TNGA architecture shared with the larger bZ4X and Lexus RZ EVs. The C-HR+ also has a sister car in Subaru's Uncharted (see p29), but unlike its partner, Toyota isn't bringing in the all-wheel-drive high-powered 338bhp dual-motor car to the UK, at least not in the foreseeable future.

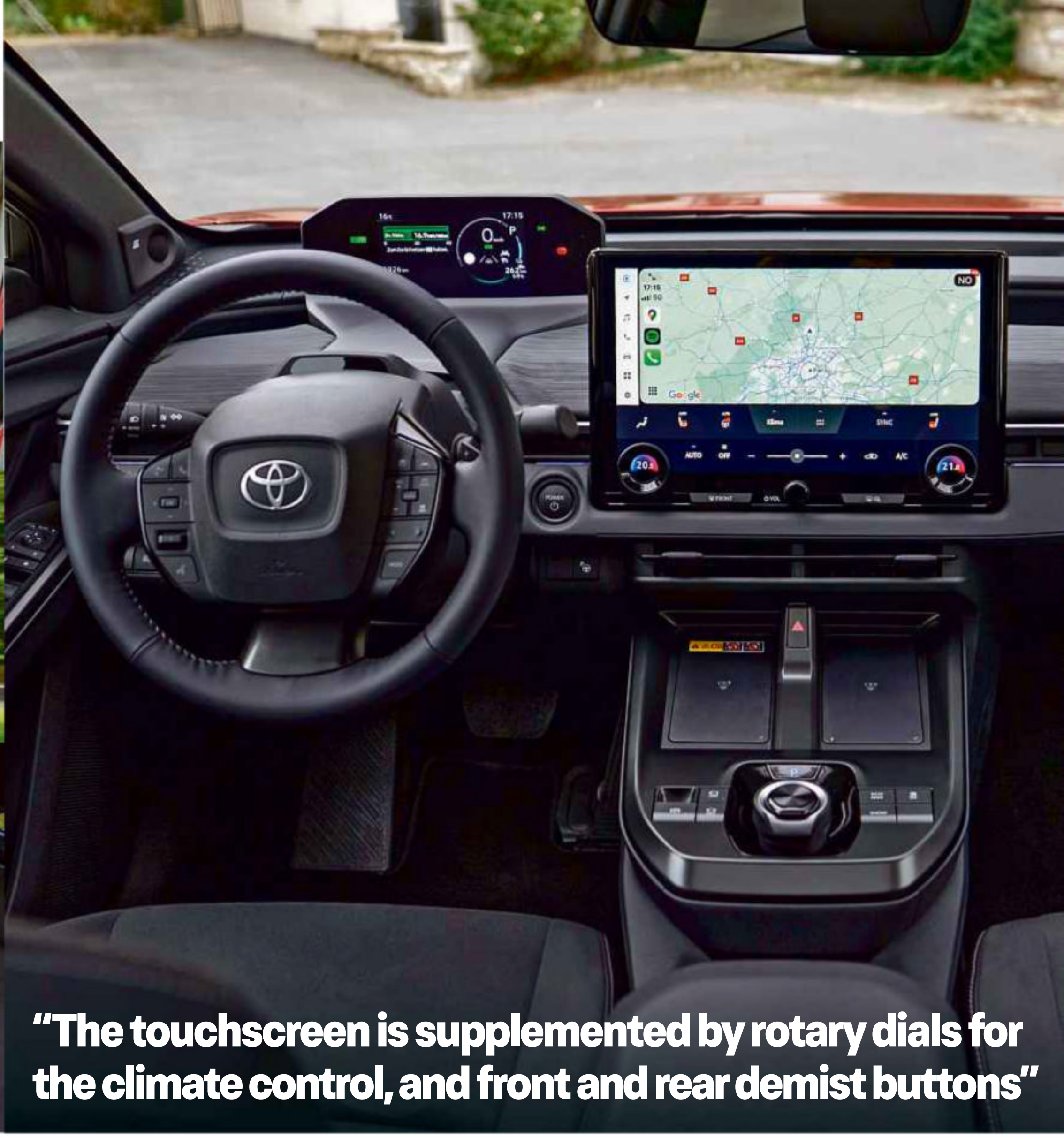
What we do get is 167bhp or 224bhp front-drive alternatives, the former only available in entry trim and the more potent model likely to be the bigger seller, because it gets a 72kWh battery rather than a 54kWh version. That bumps the range to a very impressive official figure of up to 378 miles on a charge, outpointing all its core rivals. The smaller battery boasts a still-decent 283 miles.

The C-HR+ is stylish in an understated and inoffensive way. Some of the lines and creases around the rear are a little reminiscent of Peugeot's edgier E-3008, while the front is very close to the larger bZ4X – Toyota's first production EV. The bZ is only 170mm longer than its newer sibling, although rear-seat and boot space are notably better in the larger car. But range and efficiency are significantly worse, thanks to advances made in optimising systems, as well as aerodynamics that the C-HR+'s engineers claim are the best in its class.

Toyota has tuned the C-HR+ for European roads, and along with attempts to get the centre of gravity as low as possible, it's proved pretty successful. Obviously a 1,900kg SUV is never going to be a sports car, but the chassis in particular feels more nimble than might be expected, and controls body roll well while not proving too firm and crashy over bumps. There is the caveat that the UK's rutted roads could throw up challenges that the smoother French surfaces we drove failed to present, but among the electric family SUV set, the Toyota can definitely more than hold its own. We found any sort of enthusiastic driving on well maintained dry roads woke the traction control light – it will be interesting to see what it does in damp conditions.

But the surge of power is good, when you haven't upset the traction control, and the C-HR+ has four levels of brake-energy regeneration to further aid efficiency, with the top setting not quite bringing the car to a halt for full one-pedal driving. They're controlled via the paddles behind the steering wheel, which as well as feeling cheaper than the other main touchpoints in the cabin, are also confusingly set for the minus paddle increasing regeneration and the plus paddle decreasing it.

We saw around 3.7 miles per kWh on our briskly driven test route, so well over 4.0mi/kW will be easily achievable in regular driving, meaning a real-world range of more than 300 miles. Our drive, which weaved in and out of small villages outside Paris,



“The touchscreen is supplemented by rotary dials for the climate control, and front and rear demist buttons”

threw up the new-car issue of interminable beeping. Speed-limit changes come with multiple bongs that are regularly joined by other irritating chirps. A dive into the menus turns them off, but other systems are less intrusive and relentless, and easier to disable.

The 14-inch central touchscreen is supplemented by rotary dials for the climate control, and buttons for front and rear demist. But there’s no rear wiper, and rear visibility through the narrow, sloping screen and around the chunky pillars isn’t great.

Cabin quality is good, although we’ll reserve final judgement for when we see the production models. We drove very late-stage development cars, complete apart from some interior finishes. The quality and variety of materials is fine, especially at the upper levels, although the small door pockets are cheaper hard plastic. The best of the stowage is the deep central area under the armrest, and a tray with a USB-C port. Oddly, there’s no glovebox.

There’s just about enough rear head and legroom for an adult, although it’s not generous. Yet the biggest problem is the high floor, created by the battery packaging. Anyone of average adult height will find their knees feel unnaturally high, and the back of your legs are well off the seat cushion. The rear doors don’t open particularly wide, which will make fitting a bulky car seat tricky.

Boot capacity of 416 litres is a way off the Skoda Elroq’s 470 litres, and a bit behind the Kia EV4’s. The two hard floor panels drop down to liberate more space, or if you leave them higher, there’s room to stow the charging cable under the floor, as well as a flatter boot floor when you drop the rear seats.

Prices will be announced in the latter part of 2025, but expect the C-HR+, which is likely to follow the Icon, Design and Excel trim levels of the hybrid C-HR, to kick off from around £34,000. It’ll rise to around £37k for the mid-spec version and into the low-£40k area for the highest trim. Top-spec cars get 20-inch alloys and the rest of the range 18-inch rims.

INTERIOR
The cabin wasn’t production-ready, but we had no issues with the material quality; the lack of a rear wiper is more of a problem

VERDICT ★★★½☆

WHILE the Toyota C-HR+ might lack a stand-out reason to put it top of the class, it offers a tidy driving experience, has a very strong range figure, decent interior quality and looks smart enough without grabbing too much attention. Neither rear-seat space and comfort, nor interior stowage, are that impressive for this class of car, but the C-HR+ is a very solid and sensible electric family-SUV choice.

OFF ROAD
We took the Uncharted AWD on some challenging rough terrain in Spain and it proved how capable it was

Subaru Uncharted

FIRST DRIVE Subaru's take on the C-HR+ hopes to woo buyers with top-spec model's four-wheel-drive capability

Dave Humphreys

SUBARU and Toyota are no strangers to working together, and the Toyota bZ4X was an ideal starting point for Subaru's first EV, resulting in the Solterra. Now comes the follow-up, another mid-sized SUV, the Uncharted, which is a successor of sorts to the Subaru Crosstrek. It uses the same platform, batteries and motors as the Toyota C-HR+ (left), but there are more visual differences here than on previous collaborations.

While using the same underpinnings as the Solterra, the Uncharted has a more coupé-like silhouette, a shorter rear overhang and a wheelbase that's 100mm shorter. The entry-grade 54kWh, single-motor, front-wheel-drive Uncharted gets 18-inch wheels, while the top-spec 72kWh dual-motor AWD model gets 20-inch rims.

Charging speeds are average for the segment, at 150kW, with a 10 to 80 per cent recharge taking around 30 minutes, but Subaru does equip every Uncharted with 22kW AC charging as standard, allowing use of faster on-street chargers. Only the top-spec C-HR+ gets 22kW charging.

Subaru's engineers were also keen to point out the Uncharted's 210mm ride height, which they claim is class-leading. But, as in the Toyota, you don't get a rear wiper, which is less than ideal for a self-proclaimed outdoor adventure brand.

Inside, there are fewer differences between the Subaru and the Toyota, but the layout, look and feel are generally agreeable. The squared-off steering wheel is specific to the Uncharted, and there are different materials used throughout the cabin.

One feature the Subaru has over the Toyota is a so-called "X-Mode", which is designed for off-road driving. Choose it and a camera view lets you see through the car's bonnet to the ground underneath. It's also worth noting that the AWD Uncharted keeps drive going to all four wheels permanently. Subaru admits that this can shave a few miles from the Uncharted's overall 326-mile range, but thinks its customers will appreciate it.

The car's steering is light with a directness that's good in town and a tight 11-metre turning circle. The power delivery is smooth, yet with the 0-62mph sprint taking five seconds flat, it's almost as quick off the line as a Subaru Impreza WRX STI of old.

The initial impression of ride comfort is also positive, with the Subaru demonstrating a firm but compliant set-up, soaking up bumps without being overly soft. Through bends and tighter corners, it kept body roll well in check.

There is no B-mode button for maximising energy recuperation, but this feature is still accessible by using the paddles on the back of the steering wheel. They have a positively solid feel, and when the regen is set to maximum, there's a convincing, almost one-pedal driving sensation.

"Subaru's engineers were keen to point out the Uncharted's 210mm ride height"

ESSENTIALS

Subaru Uncharted AWD

Price: £45,000 (est) **On sale:** Spring 2026
Powertrain: 72kWh battery, 2x e-motors
Power/torque: 338bhp/438 Nm
Transmission: Single-speed auto, 4WD
0-62/top speed: 5.0 seconds/99mph
Range: 326 miles
Max. charging: 150kW (10-80% in 30 minutes)
Size (L/W/H): 4,515/1,870/1,625mm

VERDICT ★★★⯪☆

THE Uncharted represents a more clearly mapped course for Subaru's latest EV that looks and feels less badge-engineered than the Solterra initially did. The newcomer's USPs are minimal, but the flagship's permanent AWD and slightly raised ground clearance are sure to resonate with Subaru fans.

Kia EV5

FIRST DRIVE Brand's electric offensive continues with a model that has it sights set on the Tesla Model Y and Skoda Enyaq

Richard Ingram
Richard.Ingram@autoexpress.co.uk

THE mid-size electric SUV segment is one of the most overpopulated areas of the new-car market. Almost every mainstream maker has put a flag in the ground, with many now seeing strong conversion from their equivalent petrol, diesel or hybrid alternatives.

But Kia has taken longer than most to stake its claim, and is only now launching its hotly anticipated EV5. It's a rival to cars such as the Skoda Enyaq and Tesla Model Y, but is it too little, too late?

To get a taste of what customers can expect when deliveries start later this year, we went to Korea to drive a top-spec, front-wheel-drive model – largely comparable to the plush GT-Line S. In 2026, this single-motor car will be joined by an all-wheel-drive model, plus a 302bhp flagship GT.

The EV5 matches many of its rivals' specs without really moving the game on. It's based on Kia's E-GMP platform, but shares more with the smaller EV3 than the hi-tech EV6 or EV9. So it uses the more affordable 400-volt electrical architecture, missing out on the 200kW-plus peak charging speeds offered on Kia's top-end EVs.

It'll hit 150kW when connected to a compatible charger, though, and go from 10 to 80 per cent in around 30 minutes – similar to its main rivals, but nothing more. There's just one 81.4kWh battery available, promising up to 329 miles of range.

On our test route – a good mix of heavy stop-start traffic, high-speed motorway runs and rural roads with significant elevation – we managed about 3.8mi/kWh – equivalent to some 300 miles of range. Granted, the warm-ish (22 to 23 degrees) weather will have helped, but similar efficiency won't be out of the question in a UK summer. It's worth noting that a heat pump is not standard fit, and can only be optioned on the GT-Line S for an extra £900. We reckon that's a bit stingy.

Otherwise, the EV5 is pretty well equipped. Every version gets at least 18-inch wheels, automatic LED lights and privacy glass, plus heated seats, automatic air-conditioning and a triple-screen infotainment system. Wireless Apple CarPlay and Android Auto both feature, while we found the chunky, physical switches on the console allowed easy adjustment of the temperature and fan speed.

ESSENTIALS

Kia EV5 GT-Line S

Price: £47,095 **On sale:** Now
Powertrain: 81.4kWh battery, 1x e-motor
Power/torque: 214bhp/295Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 8.4 seconds/102mph
Range: 320 miles (est.)
Max charging: 150kW (10-80% in 30 mins)
Size (L/W/H): 4,610/1,875/1,675mm

ON THE ROAD EV5 does nothing to stand out, but the feeling of familiarity may be what endears it to potential customers

Step up to GT-Line (from £42,595) and you get a different, 19-inch wheel design and specific styling elements, as well as a powered tailgate, artificial leather upholstery, heated seats in the back and vehicle to load (V2L) capability with a three-pin plug to power external devices. If you can stomach the additional road tax, we think this version offers the best balance between initial cost and standard kit.

The GT-Line S car is pricey, however. Starting at £47,095, it brings premium features such as an opening panoramic roof, ventilated front relaxation seats (that can recline and massage while the car's charging), plus a Harman Kardon stereo, a head-up display and 360-degree cameras. It also comes with digital key functionality, plus a fingerprint reader. But we think most buyers will be best served by one of the two cheaper EV5s.

> **"We found the Kia to be quiet and comfortable on almost every Korean surface we encountered"**

Yet while the EV5 might not scream 'value', it is at least pleasingly practical for a car in this class. There's lots of storage up front, the back seats are impressively spacious, and there's absolutely no hump in the floor, so you can sit quite comfortably in the middle seat. There are Isofix points on the outer rear seats, but rivals also offer mountings on the front-passenger chair; the Kia does not.

A clever folding mechanism, whereby the seat bases and backs move in tandem, means that the rear bench goes completely flat, revealing a big, square and uninterrupted load bay. The 566-litre boot extends up to 1,650 litres, nearly matching the Enyaq's capacity. But while the Skoda has no space under the nose, the EV5 boasts a 44-litre 'frunk'.

On the road, the Kia is safe, predictable and almost entirely unremarkable. That might sound like we're damning the car with faint praise, but such traits have never held back the similarly sized Sportage. The steering is light, but precise, feeding more than enough shove to the front wheels, which never feel overwhelmed. You can restrict power and boost range by selecting a lesser drive mode, and doing so doesn't make the car feel too lethargic.

Flick to Sport mode and this entry-level EV5 will do 0-62mph in 8.4 seconds – a task it performs with a subtle sci-fi soundtrack. The car resists body roll as well as you'd expect, and we found it to be quiet and comfortable on almost every surface we encountered. Again, that feeling of familiarity is what shines through – mostly for the better.

As on the PV5 we drove last week, an honourable mention goes to Kia's expertly tuned regenerative braking system. It varies from a full coast mode to a strong one-pedal drive, plus an intuitively calibrated adaptive setting, and you can flick through the spectrum on the fly, via paddles on the steering wheel. We wonder why all car companies haven't copied this feature; it lets you slow the car more efficiently, feeding power back into the battery.

Circling back to value, it's worth noting that, in common with every Kia, the EV5 comes with a seven-year, 100,000-mile warranty – more than double what many of its European rivals offer.

PERFORMANCE

We found the entry-level version plenty quick enough for everyday driving, even in the car's less sporty drive modes

INTERIOR

EV5 is one of the more practical options in its class. There's loads of room in the front, space for three in the back and an Enyaq-rivalling boot

VERDICT ★★★★☆

THERE is little wrong with the new Kia EV5 in isolation, yet it struggles to stand out in its class. Customers coming from the hybrid-powered Sportage will revel in its familiarity, yet we can't help but feel that Kia could have done more to offer something unique. The real test will come soon when we can assess the new car alongside its key rivals on UK roads.

AIRCROSS
C5
HE·022·SC

ESSENTIALS

Citroen e-C5 Aircross Plus

Price: £36,705 **On sale:** Now
Powertrain: 73kWh battery, 1x e-motor
Power/torque: 210bhp/343Nm
Transmission: Single-speed automatic, front-wheel drive
0-62/top speed: 8.9 seconds/106mph
Range: 322 miles
Max charging: 160kW (20-80% in <30 mins)
Size (L/W/H): 4,652/1,836/1,691mm

PRACTICALITY
New e-C5 Aircross makes an excellent family car. There's loads of room in the back seats (left) and the boot is massive

Citroe

FIRST DRIVE Electric version of
takes the same softly, softly app

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

A COUPLE of weeks ago (Issue 1,902), we were mightily impressed when we tested Citroen's C5 Aircross as a plug-in hybrid, but now it's time to try the all-electric model. The two look identical; all that's changed is the powertrain.

Citroen might be onto something here, though. Thanks to the UK Government's Electric Car Grant, the e-C5 Aircross could be the affordable family EV that customers have been waiting for. Starting at just over £34,000 before the grant in its entry-level You! trim, it'll hit the market at a sensationally low price, considering its size and standard equipment.

If you want more kit, the Plus and Max editions rise to around £36,500 and just over £39,000. Crucially, all models fall below £40,000, which means they'll slip under the VED threshold for luxury cars too.

With that in mind, the e-C5's initial powertrain offering and the middle-of-the-road figures matter a lot less. For now Citroen is offering a single 73kWh battery option, which is claimed to power the car from 0-62mph in 8.9 seconds via a 210bhp motor.

Peak DC fast-charging is on par for the class at 160kW, and will get the battery from 20-80 per cent capacity in under 30 minutes. AC charging is capped at 11kW for now, but a 22kW option is on the way. Citroen quotes a range of 322 miles for this variant, with 250 miles more realistic in daily use – and plenty for most owners.

If you need more, a long-range 98kWh option will come on stream in the next few months with a more powerful 226bhp e-motor. Other Stellantis products on this platform are also offered with a dual-motor option with around 325bhp, but there's no word yet on whether it'll be offered in the e-C5. All these numbers are smack bang average for the class, but this is not a problem, because Citroen has a little ace up its sleeve.

The brand is quite single-minded when it comes to how its models drive, and the same is true for the e-C5 Aircross. This is a car that focuses on keeping its occupants as calm and comfortable as possible through a variety of means, from the soft seats, and quiet, well insulated cabin to the powertrain calibration, but it all starts with the suspension.

The C5 Aircross has a deliberately soft suspension set-up that helps it glide over most lumps. This is backed up by hydraulic bump stops, and the tyres have a generous sidewall. There are some differences between models – we found the all-electric variants don't ride quite as well as the hybrid and PHEV, but it's nothing significant.

The pay-off for this comfort is body control and engagement – neither of which is great – but a bit of wallow in the corners and ultra-light steering are no problem when it comes to family cars. In fact, the only thing we'd like to see is a little less dive

en e-C5 Aircross

company's new family SUV
roach as the rest of the range

INTERIOR Dashboard has a decent mix of digital and physical controls, and everything is easy to use. The seats are very comfortable, too

under braking, something that's not helped by the generally disappointing brake feel.

The other contributor to this easy life is the cabin. The main 13-inch touchscreen is simple to navigate, quick to connect to smartphone devices, and has big, easy-to-read buttons for things such as the temperature control and home button.

Below the screen, there is a row of buttons that is very useful, as is the volume roller. This all works in tandem with a 10-inch driver's display, which is nicely nestled within the main dash, and it's easy to control via the slightly small oblong steering wheel.

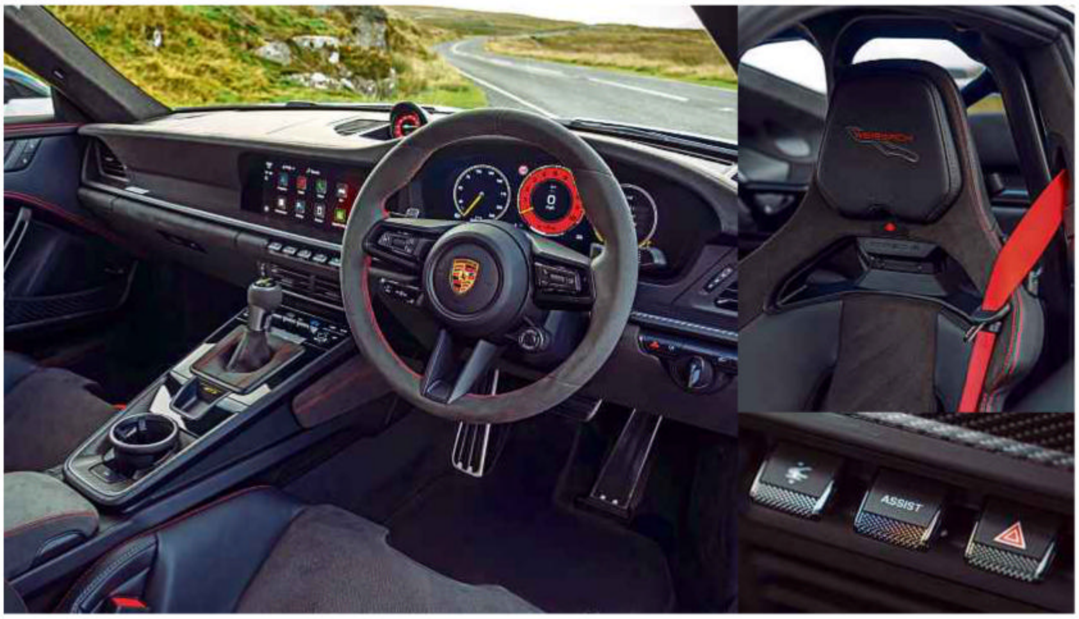
Yet unusually for a car like this, the digital interfaces play second fiddle to the overall ambience. The seats are both incredibly soft and supportive, and there's a warmth to all the fabrics used across the seats, doors and dash that makes the interior feel more like a living room than a car. There's also plenty of interior storage, including a small cup-holder and wireless charger on the main console, with further cup-holders and trays behind and below the screen. The door bins, map pockets and other small-item storage are also excellent.

Space in the rear is generous, too, with good legroom and acres of headroom, and the boot is massive, with 650 litres of space and a little storage cubby under the floor for the charging cables.

What we keep coming back to, though, is that all this is available for thousands less than its key rivals. The Skoda Enyaq, VW ID.4, Hyundai Ioniq 5, Kia EV5, Ford Explorer, Nissan Ariya, Renault Scenic and Toyota bZ4x are all after the same customers. Yet despite charging less, the e-C5 Aircross still separates itself from this throng. This is down to one measure that can only be felt, rather than written on a spec sheet. The Citroen has character to spare, but few character flaws to undermine it.

VERDICT ★★★★½

CITROEN has created a compelling family SUV with its e-C5 Aircross. It combines qualities the brand is known for, such as comfort, quirky design and affordability, into a package that's ideal for modern families. No, there's no hot-rod 600bhp version, nor does it have a 75-inch TV screen mounted on the dash. But the basics are sound and it delivers something its key rivals can only dream of: charisma.



INTERIOR
Among the changes are dials displayed on a single curved screen, while optional folding bucket seats can replace the standard items

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

IT'S nice to see that with so much change in our daily lives, there's one constant. Porsche still offers a 911 GT3 with a naturally aspirated flat-six engine, rear-wheel drive and no turbos, hybrid systems or active suspension. It's even still available with a six-speed manual transmission, along with the seven-speed PDK we're driving here.

But don't consider this as laziness. While the GT3 may 'only' have 507bhp and 450Nm of torque, it still sings to a tune that over the years has been honed to within an inch of perfection. So what has changed for this new 922.2-generation?

We'll start with Porsche's new optional bucket seat, which features a folding backrest and a removable head restraint for when you're wearing a helmet. These are not just practical evolutions; the seat is also far more comfortable and feels bolted lower in the chassis than before. Look ahead and you'll see the dial pack is now a single curved screen. While we'd usually lament the removal of a physical rev-counter, the added versatility is welcome, as is the new track view with its clean layout.

Twist the starter and the engine fires up with a coarse tone. No effort has been made to cloak the sound, and despite new exhaust particulate filters, it still feels a totally vital part of the experience. Unlike less track-focused 911s, the GT3 retains an older seven-speed PDK dual-clutch transmission, which is not only lighter, but also ditches the keyfob-like gear selector for a traditional lever.

The gearbox can feel a little jerky when crawling around at low speeds. But we have no complaints here, because again it channels a certain level of authenticity given the car's motorsport pedigree.

On the road, the small changes between this new model and the original 992-generation GT3 come into clearest focus. You'll instantly notice that the nose is much less nervous, yet the steering feels just as connected and lively as before. When you speed up a little, the new GT3 feels less busy, allowing you to focus on the other bits that Porsche gets so right – such as the powertrain.

This is a highly strung engine, but even with a red line the far side of 9,000rpm, it never feels lazy at low revs. Instead, it builds speed with urgency, almost willing you to hold onto your chosen ratio until the bitter end. The flat-six still feels wickedly fast, and has more than enough grunt to overwhelm the rear tyres with ease.

The steering is also worth mentioning, because no car maker has mastered an electric steering rack in quite the same way. It's actually a pleasurable sensation to turn the wheel under load, and unlocks unparalleled confidence when driving fast.

Don't go thinking the GT3 has turned into some sort of softie, though. The limited sound deadening and huge tyres mean road noise is deafening. The low-speed ride is also punishing, while the steering and brakes feel heavy and a bit cumbersome unless you're pushing on. Even with the optional nose lift, scrapes at both ends will be a common occurrence.

There are also a few shockingly expensive options fitted to our test car that don't change the fundamental driving experience. However, they do add a further bit of pomp to what is hardly an understated package in the first place.

Our car's £19,531 Weissach Package includes a carbon fibre roll-cage, but despite this quite astonishing price, it doesn't include the £5,390 bucket seats, £13,759 magnesium wheels or £9,797-worth of carbon-ceramic brakes.

Yet Porsche seems to know that it has this end of the market sewn up; £158,200 is a lot of money for any 911, but the need to charge quite so much for

Porsc

FIRST DRIVE We put the update
brand's track-focused supercar

> **"It builds speed with urgency, almost willing you to hold on to your chosen gear ratio until the bitter end"**

he 911 GT3

ed version of performance
through its paces in the UK

accessories feels a little opportunistic. For those wanting a 'perfect' GT3 at any cost, why not throw a £10,310 paint-to-sample colour option and £10,217 worth of bespoke leather in there, too?

Ignoring these fripperies, though, the GT3 is still a complete force of nature. As a fast road car, there's little to rival its combination of grip, grunt, engagement and excitement. Granted, this is a sentiment that's often applied to this generation of 911, but even with its constant fiddling, Porsche's GT department seems to only make the package better and better with time. Whether you're on a fast B-road or a silky-smooth race track, the GT3 never feels out of its depth or over-stimulated.

The weakest part of the 911 GT3 package is often the driver. Yet the fact that GT3s are so often used for track days and road trips is a testament not just to the loyal fanbase, but also to the fact Porsche has delivered a car that so many of its customers have enough confidence to sink their money into generation after generation. Long may that last.

ESSENTIALS

Porsche 911 GT3

Price: £158,200 **On sale:** Now
Powertrain: 4.0-litre 6cyl petrol
Transmission: Seven-speed dual-clutch automatic, rear-wheel drive
Power/torque: 507bhp/450Nm
0-62mph: 3.4 seconds
Top speed: 193mph
Fuel consumption/CO2: 20.5mpg/312g/km
Length/width/height: 4,570/1,852/1,279mm

PORSCHE
GT3

OPTIONS

911 GT3 is an expensive car to start with, but you can make it even more costly by upgrading to magnesium wheels (£13,759) and carbon ceramic brakes (£9,797)

VERDICT ★★★★★

JUST as exhilarating as before, but with a friendlier on-road demeanour, the latest 911 GT3 is the pinnacle of sports-car engineering. If you think its package feels a little tired or predictable, you're missing the point; this car is about feel and precision, not figures. The price has gone up, though, and the GT3 has slipped into the reaches of only the ultra-rich.

ESSENTIALS

MG IM6 Performance

Price: £50,995
Powertrain: 100kWh battery, 2x e-motors, 742bhp
0-62mph: 3.5 seconds
Test efficiency: 2.5 miles/kWh
Official range: 313 miles
Annual VED: £620

Tesla Model Y Performance

Price: £61,990
Powertrain: 84kWh battery, 2x e-motors, 453bhp
0-62mph: 3.5 seconds
Test efficiency: 3.3 miles/kWh
Official range: 360 miles
Annual VED: £620

ML75 SYU
TESLA

The range-topping MG IM6 and Tesla Model Y both promise much with Performance badging, but which is our favourite?

POWER P

LAY...

Pete Gibson

Dean Gibson

Dean.Gibson@autoexpress.co.uk

OVER the past year or so, the idea of getting behind the wheel of a Tesla has left me wanting to wear a paper bag over my head. The views of the company's CEO Elon Musk have left a bitter taste for many people, me included; it's why there's been a lucrative market for "I bought this before Elon went mad" bumper stickers, as owners try to distance themselves from his political leanings.

Yet here I am, pounding along a soaking M25 in a Model Y Performance (minus a paper bag), sampling the updated flagship model for the first time. And you know what? It's a shame that Tesla is so inextricably tied to its boss, because putting politics aside, the Model 3 saloon and Model Y SUV – now the only new Teslas sold in the UK – continue to set a benchmark that all other electric vehicles must be judged against.

And that's exactly what we're doing on a wet and windy weekday morning, because hot on the Tesla's tail is an all-new contender that follows a very similar template to the Model Y.

The MG IM6 is a car that breaks new ground for MG Motor, the Chinese firm that rose from the ashes of the British car maker that disappeared in 2005. Although the company is further along the path to electrification than many other firms, up until now the bulk of its model range has

> "THE TESLA MODEL 3 AND MODEL Y CONTINUE TO SET A BENCHMARK THAT ALL OTHER ELECTRIC VEHICLES MUST BE JUDGED AGAINST"

MG IM6 vs TES

Should Tesla be worried by MG's arrival in premium territory? Our M25

13
efectric
ML 75 SYU
RAMA

STARTING POINT
Both cars were given a top-up at Applegreen's chargers at South Mimms services on the M25, before heading round London's orbital motorway for the trip south to Eastbourne, East Sussex

focused on value for money over anything like style or performance. But the IM6 is aiming to change that, and it meets the Tesla Model Y head-on in terms of price, technology, performance and charging – even its jelly mould shape looks a bit like a Model Y. With all of this in mind, it only seemed logical to pitch the two head to head. So my colleague Alex Ingram and I lined up both cars for a road trip to find out if MG has really built a 'Tesla killer'.

After charging both models to 100 per cent the night before, we headed to South Mimms services in Hertfordshire on the M25 as our starting point, me in the MG, Alex in the Tesla, with a plan to slog halfway around London's orbital motorway before heading south to Beachy Head and Eastbourne in East Sussex. With 300-plus miles of range on offer in both cars, there wouldn't be any issues with range anxiety, plus we'd get plenty of time to find out their plus and minus points.

With the two cars parked side-by-side at South Mimms' Applegreen EV chargers, the similarities between them are obvious. They're both designed to cut through the air as efficiently as possible to help maximise range, so low noses and coupé-style rooflines are the order of the day.

But the IM6's bulbous lines mean it looks a little more awkward from the front than the facelifted Tesla, with its Cybertruck-style lightbar that stretches across the full width of the nose. The MG's rear end has a passing resemblance to that of an Aston Martin DBX, too, with a duck-tail boot lip that is highlighted by the contour of an LED lightbar. In contrast, the Tesla's uncluttered rear makes the hidden lighting that runs the width of the tailgate a focal point, with its gentle glow reflecting off the plastic trim below.

One thing's obvious, and that's the size of the IM6 when compared with the Model Y. It's bigger in every dimension, so it's a good job there's a suite of 360-degree cameras on board, because the swoopy lines do visibility no favours, especially out the back.

MG quotes a range of 313 miles for the IM6 Performance under test conditions, compared with 360 miles officially for the Model Y Performance. But a full charge of the IM6's 100kWh battery only garnered a maximum of 298 miles once at 100 per cent capacity. Charging is quick, though, with a maximum rate of 350kW possible, meaning the car's pack can go from 10-80 per cent capacity in 17 minutes.

In comparison, the Model Y's fastest charge rate from Tesla's Supercharger network is 250kW, so a zero to 80 per cent charge takes 27 minutes. Our Performance model came up nearly 60 miles short of its official figure, too, with only 301 miles of range showing before setting off. The American manufacturer doesn't quote a battery capacity for its cars, so the proof in range capability for both models is in the back-to-back driving.

> **"HAVING DELIVERED THE IM6 TO SOUTH MIMMS, I ALREADY HAD A FAIR IDEA OF HOW MG'S NEW ELECTRIC SUV PERFORMS ”**

Having delivered the IM6 to South Mimms, I already had a fair idea of how MG's new electric SUV performs, so it was my turn in the Model Y for the trudge clockwise around the M25. Dreary, grey weather, gantry-enforced speed limits and numerous lane hoggers oblivious to their surroundings really suck the life out of driving, so it's no wonder that London's ring road is one of the most hated stretches of tarmac in the UK.

Fortunately the Tesla is quiet and refined, much like the MG was on the way to our start, although lower-profile tyres and a stiffer suspension set-up mean it's not the most settled version of the Model Y. However, it's hardly harsh at 70mph.

Moving to country roads on the route to Beachy Head, and I'm happier to be in the

SLA MODEL Y

trip sets the scene for head-to-head

12
LG25 PEM
ML75 SYU
301 mi

FULLY CHARGED
The Model Y showed a range of 301 miles (left) at the start of the trip, and it returned efficiency of 3.3mi/kWh in conditions including open roads and heavy traffic (above)

LG25 PEM
74.09%

Tesla than in the IM6. The MG is a hefty machine, with its kerbweight of 2.4 tonnes being nearly 400kg more than the Tesla's, and its suspension doesn't cope as well with the kind of bumpy roads that are standard across the UK. Vague steering also puts a dampener on things – but while the Tesla is better, there's still an artificial edge to it that makes it feel more like you're piloting a video game than an actual car down actual roads.

One thing neither car is lacking is straight-line pace, hence their Performance names. The Tesla offers a substantial 453bhp from its dual-motor set-up, which is plenty to work with in everyday driving, but the IM6 eclipses this with a gargantuan 742bhp. Yet despite its power advantage, both cars record the same 0-62mph time of 3.5 seconds – the IM6's weight clearly coming into play again – while the MG feels quite unruly as the chassis and powertrain struggle to cope.

Not that a vast power output is conducive to efficiency testing, which is one of the main reasons why we've lined these two up in the

CONTENDERS

MG IM6

THE latest addition to the MG Motors line-up is sold in other territories under the IM Motors banner, hence the car's lack of MG badges, with just one reference to MG on the bootlid. The whole IM Motors project is a product of a joint venture between MG parent firm SAIC and technology giants Alibaba and Zhangjiang, while the IM6 uses the same platform as the IM5 saloon.

It only comes with the larger 100kWh battery found in the IM5, but there is a choice of two power outputs. We're testing the more powerful £50,995 Performance model here, while the car in our pictures is the Launch Edition, which adds adjustable dampers and air suspension to the standard equipment list for £2,000 extra.

Tesla Model Y

TESLA has established itself as one of the market leaders of electric cars, and in many respects, that reputation is entirely deserved. Strong powertrains, impressive efficiency and the US manufacturer's exceptional Supercharger network – enough to be a deal-breaker in itself for some buyers – set Tesla's cars apart from much of the competition.

A facelift has mainly focused on areas of the Model Y which were traditionally weaker points – most noticeably the ride, handling and refinement – yet it has also managed to deliver some marginal gains in areas where the car was already so strong. As with the MG, it's the Performance model we're driving here; but at £61,990, it's almost £11,000 more expensive than its Chinese rival, before options.

first place. One highlight of the IM6 is the assorted drive modes that can adjust the car's set-up from sporty to ultra-efficient. Just switching from the snappy Sport mode to the more measured Comfort setting adds around 20 miles to a full charge, while the swap from Comfort to the even more restrained Eco preset adds another 15 miles, according to the onboard computer.

'Super Eco' can also be activated via the second screen. Select this, and the electronics do everything bar put the car into limp mode to save energy. The climate control system shuts down, the touchscreens go dark, audio is switched off and most of the ADAS electronic systems are deactivated. This is good for adding around 10 miles of range, although it seems a bit of a desperate measure when the south-east of England is pretty well catered for when it comes to fast charging.

While the Model Y is clearly more at home on country roads than the IM6, the MG is a better performer on the streets of Eastbourne. A softer suspension set-up than the Tesla's helps it to deliver a more refined experience, and the silence of the interior only adds to the sensation of comfort. Rear-wheel steering also boosts the MG's manoeuvrability, with the car delivering a 10.18-metre turning circle that's tighter than what's on offer in most superminis.

Both electric SUVs offer good interior space, but their minimalist design will be frustrating for some people. While Tesla puts all of its technology – including the drive selector – on the vast 16-inch touchscreen, the MG has two displays that offer different functions, but the multi-menu layout can be distracting to use. They both also have minimalist steering wheels, with small rocker switch controls that only unlock the secrets of their function when you use them. We think that adding some small labels to indicate what they control would make the experience all the better.

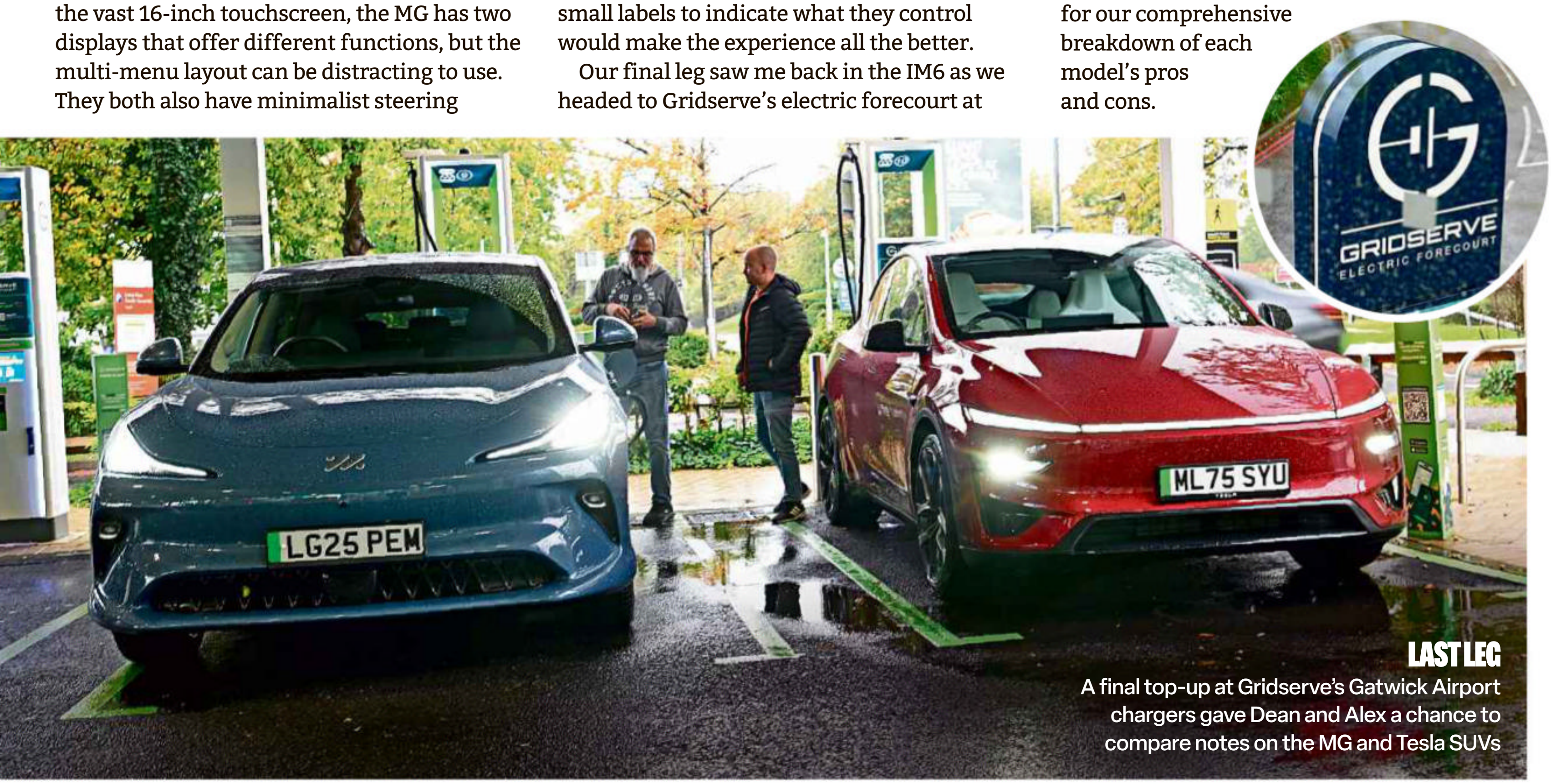
Our final leg saw me back in the IM6 as we headed to Gridserve's electric forecourt at Gatwick Airport in West Sussex for a final recharge before heading for home. More miles in the MG confirmed that cruising comfort is its forte, with suspension that soaks up big bumps well, and only a slight patter to the ride over smaller imperfections. Again, the flex of having 742bhp under your right foot seems excessive in such a big, heavy EV. Once we crunched the numbers, we saw that this combination didn't help the IM6's efficiency figures, either.

Our trip was very revealing – turn the page for our comprehensive breakdown of each model's pros and cons.

BEACH & GIFT SHOP
ROCK • GIFTS
INFLATABLES
SOUVENIRS

> **"ONE IM6 HIGHLIGHT IS THE ASSORTED DRIVE MODES THAT CAN VARY THE SET-UP ANYWHERE FROM SPORTY TO ULTRA-EFFICIENT"**

Eastbourne Sightseeing



LAST LEG
A final top-up at Gridserve's Gatwick Airport chargers gave Dean and Alex a chance to compare notes on the MG and Tesla SUVs

HEAD TO HEAD

TECH HIGHLIGHTS

AS the hottest models in their respective ranges, power was never going to be in short supply with this pair. The Tesla Model Y Performance has a healthy 453bhp, but the IM6's on-paper figures are a staggering 742bhp and 802Nm of torque. But, at 2,410kg, the IM6's official kerbweight is 377kg more than its rival's. A four-wheel steer system makes the IM6 more manoeuvrable than its 4.9-metre length suggests.

ON THE ROAD

THOSE differences in stats translate to very similar real-world speed. Officially, the IM6 and Model Y have identical 0-62mph times, but we found the MG has a performance advantage once rolling. At low speeds, it struggles to deploy its traction, while the Model Y's powertrain feels much more sophisticated. The same goes for the suspension; the Model Y's body control is more tied-down than the vague IM6's.

PRICE AND RUNNING

ON paper, the Tesla manages to drive further than the IM6 while using much less energy, and that's translated into the real world, too. The Performance versions are certainly powerful, but lesser models are still quick enough while travelling even further on a charge. Cheaper Model Ys hold their value better than the Performance, too. The Performance version of the IM6 is much cheaper to buy than the hot Tesla.

PRACTICALITY

BOTH of these cars are very spacious. The Tesla's cabin feels more open and airy, but the IM6's soft rear bench with reclining backrests offers up vast legroom. At 665 litres, its boot is enormous, too, but the Tesla's space is similarly huge and benefits from an even deeper underfloor storage area. Up front, the Model Y's frunk is fitted with a drain plug, so it can be easily rinsed out after carrying damp or muddy items.

SAFETY

THE MG and Tesla each passed Euro NCAP's safety tests with flying colours. The MG achieved a five-star rating in 2025 and the Model Y scored five in 2022 – the Tesla's Adult Occupant Protection and Safety Assist category scores were the highest of any car tested that year. We found the lane-keep assist tech in both cars to be over-zealous, and the Model Y's tiny, red blind-spot warning indicator is too subtle.

OWNERSHIP

OWNERS say that Teslas are better to live with than MGs - and by quite some margin. Of the 31 brands featured in our 2025 Driver Power satisfaction survey, Tesla finished 11th overall, while MG came last. The Tesla gets four years' free breakdown cover to the MG's 12 months, too. However, while the Tesla's warranty runs for the same time as its breakdown cover, the IM6 gets an impressive seven-year package.

> "WHILE COUNTRY ROADS ARE A STRUGGLE FOR THE IM6 WHERE THE MODEL Y TAKES THEM IN ITS STRIDE, THE MG IS BETTER ON THE STREETS OF EASTBOURNE"

MG IM

EV takes brand upmarket, but it'

LAUNCHING the MG IM6 marks a new chapter in the Chinese firm's story. It foregoes the value-driven philosophy of cars such as the ZS and MG4 and aims directly at the heart of the premium electric SUV market.

The IM6 has a long list of standard kit, while the battery and electric motor set-up looks promising in terms of range, power and charging. We're testing the top-spec Performance model here, although the car in our pictures is in Launch Edition trim, the main difference being the addition of adaptive dampers and air suspension.

MOTORS & PERFORMANCE 4.5/5★

TWO powertrain options are available in the IM6 from launch, both of which are based around a 100kWh battery. The IM6 Long Range comes with a single electric motor that drives the rear wheels and has a healthy 401bhp and 500Nm of torque. This gives the car a 0-62mph time of 5.4 seconds, while its top speed is quoted at 146mph.

That's probably fast enough for most people, but if you need a bit more, the IM6 Performance and Launch Edition variants come with a two-motor, four-wheel-drive set-up that packs a huge 742bhp and 802Nm of torque. To put that power figure into perspective, the £199,000 Porsche 911 Turbo S comes with 'only' 711bhp.

The IM6 Performance can go from 0-62mph in 3.5 seconds, the same time as the less powerful Model Y Performance. The difference can be explained in part by the MG's kerbweight. It tips the scales at nearly 2.4 tonnes, which is almost 400kg more than the Tesla, or the equivalent of driving around with a grand piano on board at all times.

DRIVING 3.6/5★

WHILE the IM6 has the power to impress in a straight line, the rest of the driving experience struggles to keep pace.

AROUND TOWN One neat addition to the IM6 is rear-wheel steering, so while the car is larger overall than a Model Y, a 10.18-metre turning circle means it's far more manoeuvrable. For reference, a VW Polo has a 10.7-metre turning diameter.

MG has also included a 'Crab' mode that sees the rear wheels steer in the same direction as the fronts at low speeds. However, we found this system was of limited use, because there isn't enough lock on the rear wheels to help when exiting parking spaces. And as soon as you add more than around five degrees of front steering angle, or go faster than 11mph, crab mode deactivates.

Another niggle is visibility. The IM6 has 360-degree parking cameras, but rear vision is compromised by the small rear-view mirror and window. The screen is no smaller than a Tesla Model Y's, but the high position of the tailgate means you can't see as much out of it.

MG does fit a rear camera, but rather than incorporating it in the mirror, images appear in a boxout on the dashboard when it's activated via the thumbwheel on the steering wheel. It's also obscured by the rim, which is a little frustrating. There are additional cameras when indicating, too, with Hyundai/Kia-style rear side monitors appearing on the dashboard when changing lanes.

A & B-ROADS Pick up the pace (easy to do with so much power on tap) and the IM6's driving experience starts to unravel. Try to use the powertrain's performance in any meaningful way, and the chassis contorts itself as the tyres struggle to put the power to the tarmac smoothly, even though Pirelli Scorpion EV tyres are standard fitment.

On the Launch Edition, the standard-fit air suspension is too wallowy and slow to react on bumpy country roads, resulting in plenty of lateral movement from the body, which is exacerbated by the amount of weight that the IM6 carries. It's better in Sport mode, which lowers the ride height by 10mm and firms up the suspension, but then the whole bodyshell reacts sharply to uneven surfaces.

A shortage of feedback from the steering doesn't help, although at least the rear-steer element is tuned out at faster speeds, so the rack doesn't over-react to inputs. MG has called in Continental to provide braking power for the IM6, and overall the system is strong, but the sheer weight of the car can still be felt under hard braking.

MOTORWAY High-speed cruising is one area where the IM6 performs well. There's double glazing for the frameless door glass, and because the cabin is so quiet, there's only a slight rustle from the base of the windscreen to be heard at motorway speeds.

The ride is largely settled, although there is a slight patter to the suspension over smaller bumps. The 21-inch wheels on Performance models are likely to exacerbate this, even though the tyres have a reasonable sidewall.

RUNNING COSTS 4.0/5★

PRICES for the IM6 are high when compared with the rest of the MG line-up, but are on a par with premium electric SUV rivals. We just wish that efficiency was better to help with everyday running costs.

EV RANGE/ BATTERY/CHARGING All versions of the IM6 come with a 100kW battery, while official range figures are 313

6

s not without some compromises

MODEL TESTED:
MG IM6 Performance

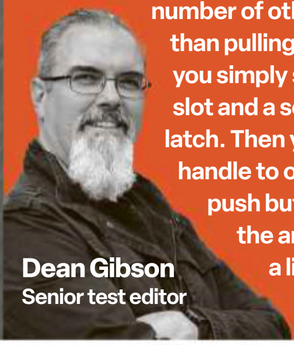
PROS
- Comfortable and spacious interior
- Great low-speed manoeuvrability
- Rapid charging

CONS
- Chassis can't cope with car's power
- Not the most efficient powertrain
- Touchscreen can be frustrating

TESTER'S NOTE

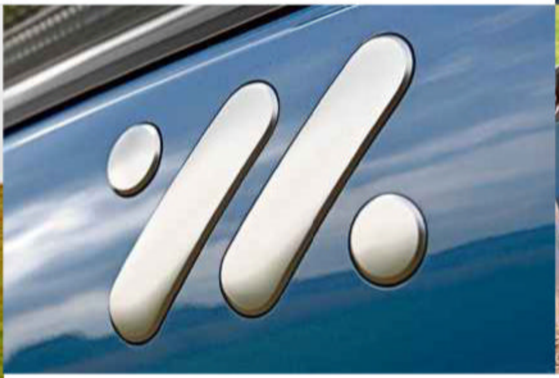
WE'RE getting used to car makers reinventing the door handle, whether it's Tesla and its pop-out levers or the 'one-touch' handles favoured by Lexus, but MG has created something different again.

Unlock the car and the flush handles sprout from the doors, as they do on a number of other cars, but rather than pulling on them to open, you simply stick your hand in the slot and a sensor pops the door latch. Then you gently pull the handle to open. Exiting is via a push button on the side of the armrest, which is a little hidden.



Dean Gibson
Senior test editor

FEATURES
Red brake calipers hint at the sporty nature of the IM6 Performance; boot space is 665 litres, or 1,621 with the rear seats folded; IM badges feature (below), apart from a single MG on the bootlid



> "WHILE THE IM6 IMPRESSES IN A STRAIGHT LINE, THE REST OF THE DRIVING EXPERIENCE STRUGGLES TO KEEP PACE"

miles for the Performance/Launch Edition model and 388 miles for the Long Range car. For that reason alone we'd pick the latter, while respective city driving figures of 398 and 510 miles show that keeping your speed down really enhances the IM6's capability.

The large battery will take a long time to fully charge from a domestic source (16 hours from 10-100 per cent via a 7kW AC charger), but DC charging speeds are among the fastest around. MG claims that a 350kW source can take the battery from 10-80 per cent capacity in 17 minutes, enough for nearly 240 miles of range.

TAX As with all EVs, the IM6 sits in the lowest Benefit-in-Kind (BiK) company car bracket, and competitive P11D prices mean it will be a tempting option for business users.

INSURANCE Group 50 insurance rankings for the Performance model take into account its 700bhp-plus power output, although the Long Range car also falls into the highest bracket.

DEPRECIATION Compared with the Model Y, the IM6 isn't quite as strong a performer for retained value. The line-up sits at around 48 per cent after three years and 36,000 miles, but the Tesla is in the 50 per cent bracket.

INTERIOR & TECHNOLOGY 3.7/5★

LARGE touchscreens break up a cabin that is otherwise largely grey and featureless.

DESIGN From the outside, the IM6 is a mish-mash of looks; there are some elements of Tesla up front and Aston Martin DBX at the rear, while the only MG badge to be found is on the tailgate. That's because the car is sold under the IM Motors brand in other territories.

Minimalism is the current fad for interior car design, and the IM6 is very much on trend with its shortage of buttons. But there are wood-effect door inserts and metal speaker grilles, while the high-set centre console puts the secondary touchscreen at close quarters.

QUALITY There's lots of grey plastic and artificial leather inside, with a very squidgy section across the top of the dashboard and armrests. The silence in the cabin at motorway speeds is perfect for picking out squeaks and rattles, although there were none to be heard in the car that we drove.

TECH AND INFOTAINMENT While the upper screen measures a vast 26.3 inches across, it doesn't look much different from the twin-screen set-ups used in assorted Kias or BMWs. The left side is a touchscreen that is chiefly used for infotainment and navigation, while the second panel below the air vents is used to control nearly everything else, including the vents themselves – only the steering wheel and seats have their own controls.

The steering wheel is quite easy to use, with big buttons and lots of menus to choose from, but we'd like it to have more functionality. The unmarked control wheels on the spokes are a bit fiddly to use, while the four large paddles on the backs of the spokes are just there to adjust the speed and following distance of the adaptive cruise control system when it's active.

PRACTICALITY 4.3/5★

LARGE overall dimensions create plenty of interior space on board the IM6.

FRONT SPACE The large, swooping centre console creates a distinct divide between the front passenger seats, but there's still lots of room to get comfortable. The driver's seat is electrically operated via buttons on the side of the squab, while the steering wheel has a manual lever under the column, although the range of adjustment isn't as wide as we'd like. As with a Tesla, you select mirror adjustment via the central screen and then move them using one of the steering wheel thumbwheels.

Storage is reasonable, with a decent armrest bin featuring two USB-C sockets, plus there are relatively deep door pockets, but there's no glovebox. The tray beneath the centre console has good access, but the shallow sides mean that it's easy for loose items to slide out when going round corners.

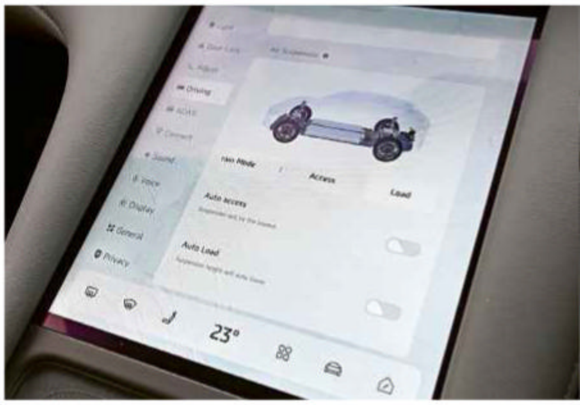
Above this, the wireless charging pad has a cooling vent, while next to that is a smaller slot for small trinkets, plus two cup-holders.

REAR SPACE Chinese cars have a reputation for offering plenty of back-seat space, and that's true in the IM6. There's lots of legroom, and the deep-pile carpets add a sense of luxury, while the backrests can go from bolt upright to reclined to suit most tastes. Headroom is excellent, thanks in part to the standard-fit insulated panoramic roof, while shoulder room impresses, too. There are two air vents and the centre seat folds to reveal two cup-holders, but there's just one USB-C socket to share between passengers.

BOOT SPACE The power-operated tailgate is slow, but once open, there's a 665-litre capacity. The large, square floor has lots of room, plus there's a storage slot under the floor, or you can use the space under the bonnet to store cables. Be careful when loading taller items in the boot, because the tailgate is rather shallow.

RELIABILITY & SAFETY 4.0/5★

THERE'S a five-star Euro NCAP rating that will bring peace of mind, while the IM6 has plenty



INTERIOR

The minimalist interior features artificial leather upholstery, with most functions controlled via the touchscreens

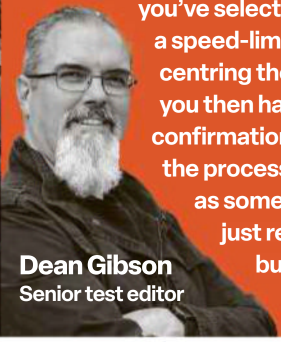
REAR SEATS

Head and legroom in the back is good, while the seat backs recline for a more relaxed feel when passengers are on a long journey

TESTER'S NOTE

I LIKE that you can customise your own shortcut page on the touchscreen and assign your own shortcut to the right-hand steering wheel control. The ADAS menu is the obvious choice to put there.

But it's a bit of a ritual to set up the safety systems as you like them, because once you've selected whether you want a speed-limit warning and lane centring the way you like them, you then have to hit two more confirmation buttons to complete the process. It's not as simple as some rival set-ups that just require a single button press.

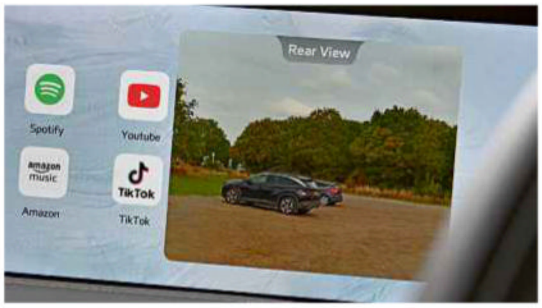


Dean Gibson
Senior test editor

IM
WIRELESS CHARGE

ON THE ROAD

IM6 is quick in a straight line and refined on a motorway, but the chassis struggles to handle the power on twisty B-roads and there is little feedback from the steering wheel



> **"THE LARGE OVERALL DIMENSIONS CREATE PLENTY OF INTERIOR SPACE ON BOARD THE MG IM6"**

of active safety features as standard. Since the IM6 is so new, it's too early to judge reliability, but hopefully MG's move upmarket with this car will coincide with an uptick in customer satisfaction; the brand came 31st and last in the most recent Driver Power ownership poll.

WARRANTY 4.7/5★

MG matches Kia with a seven-year warranty, but the mileage limit is 80,000 miles, which is 20,000 miles short of Kia's limit. A 12-month roadside-assistance package is pretty stingy when compared with the warranty.

SERVICING 4.0/5★

INTERVALS are every 12 months or 15,000 miles, whichever comes first, while MG offers packages that can last as long as the warranty, if you plan on keeping the car for that long. ▶

THE Model Y line-up is topped by the Performance, a car which delivers supercar-baiting straight-line pace with lots of space and comfort for five people and plenty of their stuff. While its asking price makes it a little hard to justify beside lesser Model Ys which already deliver so much, it's still a very impressive technical achievement.

Performance models are set apart from the rest of the range by a few key design details; a more muscular front bumper sits beneath that Cybertruck-style full-width lightbar, while there's an extended carbon-fibre rear lip spoiler. Compared with the previous-generation Model Y Performance, the new car reduces aerodynamic drag (helping to boost range) and lift (improving high-speed stability and cornering grip).

ENGINES & PERFORMANCE 4.7/5★

TESLA has long topped the EV game when it comes to its powertrains, and the Performance model has added another very compelling option at the top of the line-up. It joined the range a little later than the rest of the facelifted Model Ys, but makes up for it with prodigious power. Equipped with Tesla's '4DU' powertrain, the twin-motor set-up pumps out a healthy 453bhp. Tesla doesn't quote an official torque figure, but there's certainly plenty on offer, and it's available from the moment the driver squeezes the right pedal. Officially, the Performance cracks the 0-62mph dash in 3.3 seconds – right up with the quickest of high-power SUVs.

Make the most of that power from a standstill, and it's stunningly quick, but thanks to Tesla's slick powertrain calibration, it never feels alarmingly so. Unlike some of its more unruly rivals, including the MG IM6, the Model Y Performance deploys its torque very cleanly, with barely a hint of wheelspin and a distant whine from the two motors.

DRIVING 4.4/5★

THE Model Y Performance is capable of covering ground at stunning speed. Fast and competent as it is, though, keen drivers will be left feeling largely detached from the action.

AROUND TOWN The Model Y Performance drives much like any other model in the range at lower speeds. The powertrain is smooth, the steering is fairly light and the ride comfort is a touch on the firm side, but not unpleasantly so. At low speeds, the Model Y's biggest flaw is its fairly poor turning circle.

A & B-ROADS Tesla has lavished the Model Y Performance with a series of upgrades. Most obvious is the staggered set of 21-inch alloy wheels, but behind them sit new springs, adaptive dampers, steering knuckles, plus a stabiliser bar and bushings, all tied together with unique geometry to make it handle more sharply with minimal compromise on comfort.

Viewed by those metrics, the Performance model is a success. For its size and weight (at roughly two tonnes, it's a little less portly than some other fast electric SUVs) it controls its body very well over even challenging roads, yet does so without delivering an unduly stiff ride. The adaptive dampers clearly play a part here, yet we struggled to find much – if any – difference between the two damper settings.

Grip is pretty resolute in the dry, and with most of the vehicle's mass located low and centrally, it's superbly balanced in corners. A "Reduced" setting for the stability control lets the driver to explore this balance further, but in the dry it would take a very committed (or clumsy) motorist to exceed its limits.

We've often criticised the odd feel and shortage of feedback of Tesla's steering systems. But even though the bar has been set pretty low, the Model Y Performance has the best response through the wheel of any Tesla yet. We liked it best in its Standard weight, where it feels most natural, allowing the driver to enjoy the ultra-responsive rack to exploit the huge grip levels. However, that isn't to say that we never completely trusted it; feel and feedback are very important qualities in a car this quick, and the Performance hasn't added either.

MOTORWAY The facelifted Model Y has benefited from double-glazed windows and additional soundproofing elsewhere, and that becomes really noticeable on a motorway. Here, it's significantly more refined than its predecessor – most obviously via a reduction in road noise, the old car's Achilles heel. The Performance's ride doesn't fidget as much as lesser models, although there's still just an underlying hint of firmness, even at speed.

MPG & RUNNING COSTS 4.4/5★

THE Model Y has a long WLTP range and rapid charging speeds, and other running costs are low. However, it's expensive to buy in the first place. The lower-spec alternatives in the range are better value for money.

EV RANGE/ BATTERY/CHARGING While Tesla doesn't quote any battery sizes for its cars, the Model Y Performance is estimated to have an 84kWh capacity. That's put to good use because officially, the Performance can cover up to 360 miles on a single charge. It's capable of recovering that energy very quickly when plugged in, too. Tesla states an official charge speed of 250kW, which means a 0-80 per cent top-up can take as little as 27 minutes,

TESLA

Facelift improves weaknesses a

MODEL TESTED:
Tesla Model Y Performance

PROS

- Grippy, composed yet refined chassis
- Superb powertrain
- Strong practicality

CONS

- Lesser versions are cheaper and more efficient
- Shortage of physical controls
- Lifeless steering

TESTER'S NOTE

IT feels Tesla's Full Self Driving autonomous tech has forever been just out of reach for UK buyers. While it's been trialled in North America for some time, it finally looks like we'll be able to benefit from the car's ability to navigate itself to a chosen destination, with owners also getting the ability to "summon" their car; calling it from a mobile app to meet them at a specific destination. Trials in the UK have started, and while a precise date hasn't been confirmed, a Tesla spokesperson told me to expect a launch in 2026.

Alex Ingram
Chief reviewer

MODEL Y

nd boost electric SUV's key strengths

FEATURES

Performance version sits on 21-inch alloy wheels (below); boot capacity (below, right) is 845 litres to the roof with the seats in place, or 2,022 litres with them folded

> "FAST AND COMPETENT AS THE TESLA IS, KEEN DRIVERS WILL FEEL LARGELY DETACHED FROM THE ACTION"

but that's behind the MG IM6's claimed maximum of 350kW.

TAX With every Model Y variant breaching the £40k mark, they're all subject to the 'luxury car' Vehicle Excise Duty levy; from years two to six, VED rates stand at £620 a year.

INSURANCE Unsurprisingly for a car with supercar-baiting straight-line speed, the Model Y Performance is in group 47.

DEPRECIATION The majority of the Model Y range holds onto roughly half of its original value after three years or 36,000 miles, which is competitive for the family EV sector. The outlier is the Performance model; it's the most pricey to buy, and as such it's expected to lose a little more of its value; expect to get back roughly 46 per cent of that £62,000-or-so purchase price after three years.

INTERIOR & TECHNOLOGY 4.2/5★

MINIMALIST design means the touchscreen does a lot of heavy lifting. While it's among the most thoroughly considered systems of its type, we'd still prefer some extra buttons for certain functions were fitted.

DESIGN If understatement is your thing, then the Model Y is the car for you. Aside from its huge touchscreen, that dashboard is almost completely bare, but its simple design does contain some neat details; air from the climate control system flows through a subtle, slim slot that runs the full width of the dash, for example. Some testers love the understated look; others find it so bare that the design seems almost unfinished.

QUALITY Fit and finish was certainly a weakness of earlier Teslas, but things have improved dramatically. We'd say it's still not perfect; there are one or two trim panels between the doors and the dash which don't quite perfectly align – but these are now flaws at a level which isn't uncommon among some other brands either. Though the overall design is fairly sparse, the materials feel largely fine.

TECH AND INFOTAINMENT Buyers coming from many other car brands might find the Model Y something of a culture shock at first, because that minimalist cabin is almost completely free of physical controls. When everything is controlled through that big touchscreen, it needs to be very well designed – and, to Tesla's credit, it is. While it's logically thought out, there are still many features which would be easier to use if they weren't on a touchscreen; chief among these are the lights, which default to automatic, but we'd much prefer to have manual control of them without having to dip into the display menus.

The wipers are a little better, because they can be operated through the controls on the wheel; click the wash-wiper button once, and it allows the thumb wheel on the left side of the steering wheel to adjust the rate of the wiper sweep. With some time, it becomes intuitive enough and it means you don't need to take your eyes off the road to adjust them.

PRACTICALITY 4.5/5★

WITH one huge boot in the back, a 'frunk' up front and loads of cabin space, the Model Y is right among the class-leaders for practicality.

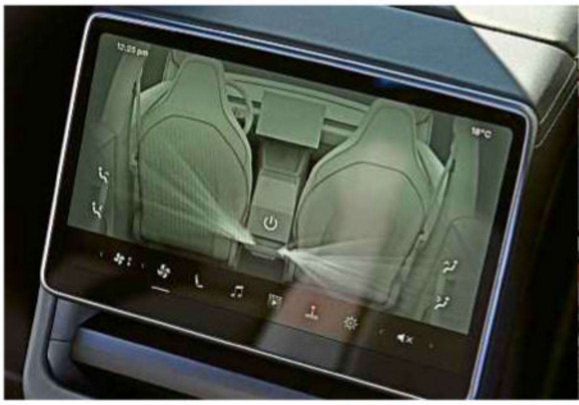
FRONT SPACE One benefit of the Model Y's ultra-minimalist dashboard design is that the base of the windscreen is set low relative to the seating position. As a result, the view out to the front is much clearer than in pretty much any other alternative SUV. Unfortunately, the back window spoils the impressive view, because its shallow angle means it appears absolutely tiny in the rear-view mirror.

The Model Y Performance gets a more supportive set of seats than the less sporty versions, and they have an adjustable thigh bolster to further boost comfort. There's a decent range of adjustment in the steering wheel, although some testers would like the wheel – which is slightly smaller than in many rivals – to adjust a little lower.

Two huge storage bins between the front seats are split by a pair of cup-holders. Along with the roomy, carpeted door pockets, interior cubby spaces are in plentiful supply.

REAR SPACE The key difference between the Model Y and the smaller Model 3 saloon is in the back, where the former offers much more space for passengers. The floor is flat, and the seats comfortable and well positioned, giving lots of under-thigh support, and generous foot space beneath the front seats. Despite the sloping roof angle, there's more than enough headroom for even tall passengers, while a fold-down armrest houses two cup-holders.

BOOT SPACE At 854 litres, the Model Y's boot looks suspiciously large on paper, and it is. Unlike other car makers, Tesla measures a volume to the roof, rather than the window line. We can ignore that, though, because what really matters is the actual space on offer, and it's huge. The boot volume itself is very generous, and that's before you factor in the huge underfloor area. There's a front boot too (improved in 2025 with a drain plug for hosing it out after carrying dirty items), which is a little smaller in the dual-motor models than rear-wheel-drive cars.



INTERIOR
As with the MG, the Tesla's cabin is a lesson in minimalism. The quality of the materials is fine, however

REAR SEATS
Head and legroom is good in the back of the Model Y, while the seats themselves are comfortable and supportive

TESTER'S NOTE

THERE are several ways that Tesla can claim to be an industry leader, but we believe that one of the most overlooked is in the quality of its powertrain calibration.

I'm not normally a fan of electric vehicles' one-pedal driving systems (I prefer a more petrol-style level of deceleration), but the Model Y's set-up is so good that I found myself using it all the time. It's at its best in stop/start traffic, where the system can bring the car to a halt more smoothly than almost any other car I've driven.

Alex Ingram
Chief reviewer

FEATURES
Many functions are controlled via the touchscreen (above, left); 88-litre 'frunk' (above, centre) offers extra storage space; Performance model gets more supportive front seats (above) than lesser versions

> "THE MINIMALIST CABIN DESIGN MEANS THE TOUCHSCREEN DOES A LOT OF THE HEAVY LIFTING"

RELIABILITY & SAFETY 4.3/5★

TESLA dropped from second in the 2024 Driver Power customer satisfaction survey to 11th this year. But given that the poll covered 31 brands, that still keeps Tesla flying high.

WARRANTY 4.3/5★

THE Model Y gets a four-year warranty and breakdown cover package. The latter is better than the majority of the competition, with the exception of Mercedes.

SERVICING 4.5/5★

THERE isn't really a Model Y service schedule, but Tesla recommends replacing the cabin filter and checking the brake fluid every two years. Since most cars will be leased or bought on finance, it's expected that any major work will be carried out once the term is complete. ▶

PRICES AND SPECS

	MG IM6	TESLA MODEL Y
Model tested	IM6 Performance	Model Y Performance
Price from/price of model tested	£47,995/£50,995	£44,990/£61,990

POWERTRAIN AND PERFORMANCE

Powertrain	2x electric motors	2x electric motors
Power	741bhp	453bhp
Torque	802Nm	742Nm (est)
Transmission	Single-speed auto/4WD	Single-speed auto/4WD
0-62mph/top speed	3.5 seconds/148mph	3.5 seconds/155mph
Battery capacity/usable	100/96.5kWh	84kWh/N/A
Official range	313 miles	360 miles
Test efficiency/range	2.5mi/kWh/241 miles	3.3 mi/kWh/274 miles
Max. charging	350kW (10-80% in 17 mins)	250kW (0-80% in 27 mins)

DIMENSIONS

Length/wheelbase	4,904/2,950mm	4,796/2,890mm
Width/height	1,988/1,669mm	1,982/1,611mm
Rear kneeroom	660-875mm	680-989mm
Rear headroom/elbow room	980/1,530mm	948/1,455mm
Boot space (front/seats up/down)	32/665/1,621 litres	88/845 (to roof)/2,022 litres
Boot length/width	1,000/1,005mm	1,091/945mm
Boot lip height	685mm (access mode)	600mm
Kerbweight/payload/towing weight	2,355/455/2,000kg	2,033/0/1,600kg
Turning circle	10.18 metres	12.1 metres

COSTS/OWNERSHIP

Residual value (after 3yrs/36,000 miles)	£24,223/47.5%	£30,387/49.0%
Depreciation	£26,772	£31,603
Insurance group/AA.com quote/VED	50/N/A/£620	47/£1,004/£620
Three-year service cost	TBC	£0
Annual tax liability std/higher rate	£306/£611	£371/£743
Annual electricity cost (12,000 miles)	£1,029	£1,092
Basic warranty (miles)/recovery	7yrs (80,000)/1yr	4yrs (unlimited)/4yrs
Driver Power manufacturer position	31st	11th
NCAP Adult/child/ped./assist/stars	90/85/83/87/5 ★ (2025)	97/87/82/98/5 ★ (2022)

EQUIPMENT

Metallic paint/wheel size	£545/21 inches	£1,300-£2,600/21 inches
Parking sensors/camera	Front, rear & side/360	Front, rear & side/360
Spare wheel/Isofix points	Repair kit/two	Repair kit/two
Keyless entry & go/powered tailgate	Yes/yes	Yes/yes
Leather/heated seats/steering wheel	Artificial/front & rear/yes	Part artificial/front & rear/yes
Screen size/digital dashboard	10.5 inches/26.3 inches	16.0 inches/no
Climate control/panoramic sunroof	Two-zone/yes	Two-zone/yes
USBs/wireless charging/heat pump	Three/yes/yes	Four/two/yes
Wireless Apple CarPlay/Android Auto	Yes/yes	No/no
Blind-spot warning/head-up display	Yes/no	Yes/no
Adaptive cruise control/steering assist	Yes/yes	Yes/yes

WHAT WE WOULD CHOOSE

MG Of the four exterior colours in which to finish the IM6, all look a little uninspiring to our eyes, but the option of a cream-and-brown interior certainly adds some visual interest – even if it might not be the most practical choice for family life.

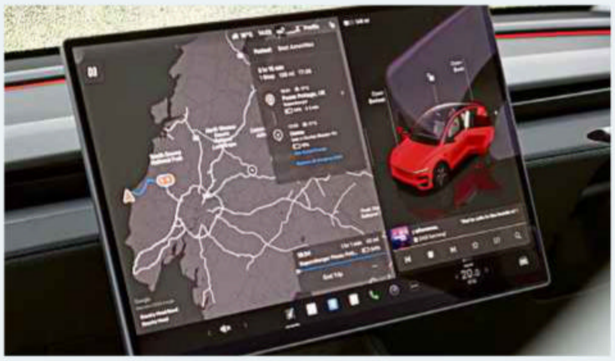
TESLA Tesla's Autopilot and supervised Full Self-Driving driver-assist systems are pricey extras at £3,400 and £6,800 respectively. Exterior colour choices range from £1,300 to £2,600 beyond the no-cost Stealth Grey.

INFOTAINMENT

MG IM6 3.8/5★

26.3-INCH ONE-PIECE DISPLAY
KEY FEATURE: IM VOICE CONTROL

THE IM6's seamless display looks smart, while the left-hand part has touch function for the infotainment and nav. Everything else is controlled via the 10.5-inch display below, including climate and air vents. Screen resolution is fine, but the lack of physical controls means you need to use the menu system and its many sub-menus for every function. Do that, and the driver-alert system beeps to tell you to look at the road. Pressing the Home shortcut cancels any smartphone display on the upper screen.



Tesla Model Y 4.4/5★

16-INCH TOUCHSCREEN
KEY FEATURE: QHD DISPLAY

THE Performance trim is the first Tesla to get a new 16-inch screen. That's a modest 0.6 inches up on the old display. Of more interest is that it uses sharper QHD tech, which improves the resolution and contrast beyond what was already one of the sharpest screens on the market. Few other systems come close for response and loading times. While the menu layouts are logical, some functions, such as the lighting, would be better on a physical control.

> "THE PERFORMANCE TRIM IS THE FIRST TESLA TO BE EQUIPPED WITH A NEW 16-INCH SCREEN"

RESULTS

WINNER ★★★★☆

Tesla Model Y Performance

IN this contest, the Model Y Performance proves itself to be a superbly rounded fast SUV. In terms of powertrain quality, chassis sophistication, efficiency and in-car tech, it's got too much for the MG, while it's a close match for the IM6's strongest points, which are straight-line speed and practicality.

The trouble with the Performance version is that because the rest of the Model Y range is so strong, it's harder to justify – especially when it costs more than any of its range mates. That's why it loses half a star compared with the cheaper options in the line-up, all of which would get our nod over the IM6.

AUTO EXPRESS
ROAD TEST WINNER
OCTOBER 2025
★★★★☆
Tesla Model Y Performance

INTERESTED? Scan the code to view deals on a brand-new Tesla Model Y

RUNNER-UP ★★★⯪☆

MG IM6 Performance

IF going fast in a straight line is where you get your SUV kicks, then look no further than the MG IM6 Performance. For the cash, it offers incredible speed, and backs that up with a roomy, comfortable cabin.

Beyond these very strong points, the IM6 doesn't quite hit the mark in the way that many other cheaper MGs have previously, though. The chassis struggles to live with the motors' huge output, energy efficiency is at best underwhelming, and the in-car technology isn't as slick as the Tesla's set-up. Although there are areas that seem tempting, there's certainly room for improvement with the IM6.

INTERESTED? Scan the code to see new MG IM6s available to buy right now

AEX OPINION

THE MG HAS SOME STRENGTHS, BUT IT'S A WORK IN PROGRESS

WITH around 200 miles of driving under our belts, the clear answer to whether the MG IM6 has the beating of the Tesla Model Y is a definite no. The car has its positives, chiefly the comfort and space on offer, while the searing acceleration of the Performance model is addictive. However, the Model Y Performance manages the same but with nearly half the power.

The Tesla is also more composed when making the most of its performance. Where the Model Y feels stable and calculated in its power delivery, the IM6 is unruly and wild, two traits that aren't particularly welcome in such a big, heavy car.

And that weight also has a bearing on efficiency. The IM6 delivered a return of 2.5 miles per kWh, which is pretty poor when the Tesla managed 3.3mi/kWh on the same route. Yes those figures will improve on a more urban drive, but it still means you'll be charging the IM6 more frequently. At least the high-speed charging rates are truly rapid when you do plug the MG in.

Overall, the IM6 is a decent effort, but unless you must avoid Tesla at all costs, MG's newcomer still has a few too many vices to make it a plausible alternative to the Model Y. If you can separate the Tesla brand from the man in charge, then you'll be getting a car that delivers the least compromised electric vehicle experience of any current model on sale.

"THE MG IM6 HAS ITS POSITIVES, CHIEFLY THE COMFORT AND SPACE ON OFFER"

Dean Gibson
Senior test editor

FINAL REPORT

POLESTAR 4

Sleek Swedish SUV leaves our fleet having impressed our man w

Jordan Katsianis

Jordan.Katsianis@autoexpress.co.uk

THE Polestar 4 joined our test fleet with a substantial weight on its shoulders. Its manufacturer is going through some major challenges and a tough period financially. If it wants to survive, its cars need to do the talking. And if you'll forgive me cutting to the chase, the good news is that, despite my initial reservations about its shape and sheer size, the Polestar 4 has alleviated any fears about its maker's long-term health, and then some.

Over the course of the past six months, I've relished every moment with the car, because it offers a collection of elements that perfectly complement my busy and fast-paced weekly schedule.

One of the real highlights of this car is its cabin. I never grew tired of the design, displays or interfaces, and aside from the 'virtual key' being convinced I should be assigned the 'Guest' profile, it was pretty much flawless from the off.

Once the infotainment was set up to suit my preferences, with some clever shortcuts put on the main display and my log-ins sorted on the Google interfaces, everything just worked. It's also worth mentioning the stereo and interior lighting, because both were a hit with me and my passengers alike. The set-up did refuse me access to the climate controls once, but this happened after I attempted to pre-condition the cabin from the app, so that could have confused the system.

The rear seats also never failed to elicit a gasp as passengers opened the door. Not only is there loads of space, but it also feels especially light and airy, thanks to the huge glass roof and our car's eye-wateringly expensive ice-blue Nappa leather seats.

This area of the car, just like the front, felt luxurious and opulent without its design following the herd of rival cars, whose manufacturers seem able only to come up with some sort of luxury car cliché. There's no fake leather, excessive chrome or glossy black surfaces in the Polestar; instead, there are woven fabrics, rubberised non-coated plastics and real metal. Sitting in here, you feel as if you're in the lobby of a modern technology company backed by a billion-pound investment, not the drawing room in your great uncle's Victorian semi.

We would add one caveat – which the Polestar team is already aware of – that the centre console's aluminium cover doesn't appear to be quite as hardy as an iPhone. A heavy application of throttle would often see my phone thrown out from the wireless charger and bashing the metal. The car may be showing some scars, but I'm happy to report that the phone is totally fine.

This problem was only emphasised because our Dual Motor variant is fast. Really fast. The full performance can take some time to access because of the dull throttle response, but the electric powertrain has the character of a big, brawny diesel engine, rather than a highly strung Tesla. It's also efficient, averaging 3.6mi/kWh. This is an incredible figure – equal to what you get in EVs that are substantially smaller and slower.

True, the car doesn't handle that sharply, but taking into account its presentation and luxurious appointments, this is no bad thing. Models like the Polestar 4 might be marketed as 'dynamic' or 'sporty', but in reality this car has no more need to drive with a sense of dynamism than a Volvo S90 saloon – and few buyers ever marked that down for being a pudding around corners.

I loved the 4, but I realise it's not a cover-all-the-bases winner. Pet owners won't find the enclosed boot of much use, for example, and the car's sheer width can make it tricky to thread through small villages, city streets, and even relatively narrow dual-carriageways. A little more room under the bonnet to store the charge cables would be better than the awkward cubby under the boot floor, too. Plus the front seats are a bit flat and hard – although the massage function made up for this.

As a result, I feel this isn't a car that will necessarily suit a wide range of customers. However, ones who are looking for a car that's effortless, comfortable and connected, and feels like a product of 2025, rather than 1995, will find plenty to like here. Don't listen to the sceptics – I reckon Polestar's here to stay.

Range
134mi
Battery
38%
Off

POSITIVE POINTS Jordan finished his time in the Polestar with a long list of things that he really liked. Chief among those was the cabin, with its impressive design and infotainment. The airy and spacious rear seats were excellent, too, as was the efficiency

MODEL TESTED:
Polestar 4

On fleet since:	April 2025
Price new:	£69,990
Powertrain:	100kWh battery, 2x e-motors
Power/torque:	536bhp/910Nm
CO2/BiK:	0g/km/3%
Options:	Premium paint (£900), Nappa leather upgrade (£3,300), Pro Pack (£1,800)
Insurance*:	Group 48 Quote: £1,407
Mileage:	4,622 miles
Efficiency:	3.6 miles/kWh
Any problems?	Issues with digital key

***Insurance quote** from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

Polestar 5
Testvehicle
HLG 57E

AT THE DOUBLE Like the Polestar 4, the new Polestar 5 shows the brand is on an exciting trajectory

vith its huge breadth of talent

PROS	CONS
Brilliant design	Software bugs
Digital interfaces	Expensive options
Speed and efficiency	Ride/handling balance

ON THE ROAD Although the Polestar 4 could handle more sharply, that's not a problem. Instead, this is a car that focuses on luxury, and we enjoyed the car's excellent comfort and refinement

AEX VERDICT ★★★★½

OVER almost 4,500 miles and six months, I've loved our Polestar 4. This behemoth of a car was loud and quiet: very fast yet effortlessly refined. It wormed its way into my affections like few long-term test cars have over the course of nearly 10 years in this job. It's not perfect, but every time I returned to it, I was always very happy to get behind the wheel.

> **"THE ELECTRIC POWERTRAIN HAS THE CHARACTER OF A BIG DIESEL ENGINE, RATHER THAN A HIGHLY STRUNG TESLA"**

Pete Baiden

Pete.Baiden@autoexpress.co.uk

SECOND REPORT

SKODA ELROQ

Accident gives us a chance to compare flagship vRS with 85 Edit

CAR safety is one of those things we tend to take for granted. In fact, a recent poll conducted here at Auto Express asking people to list their priorities when buying a new car had safety listed second from last. However, how many of us would actually admit that safety isn't important?

I ask this question because it's become a hot topic in the Baiden household. My wife was travelling back from the school run and preparing to turn into our driveway, when a motorcyclist failed to notice until it was too late. He desperately tried to avoid a collision, but ended up ploughing into the Skoda Elroq we're running on our fleet, causing extensive damage. Thankfully nobody was injured and everybody was able to walk away, but my wife and son were a little shaken up by the incident. One thing she said afterwards stood out, though: "I felt very safe in the Elroq".

The Skoda hasn't been tested by Euro NCAP yet, but the structurally similar Enyaq received the full five stars, so it's safe to assume its little brother will also get top marks. Knowing a car will offer good protection in an accident gives enormous peace of mind, and the Elroq certainly provides that, based on our experience. It's just the latest thing in a long list of items that our reigning Car of the Year excels at.

The sad thing is that the resulting damage meant our white Edition 85 had to go back to Skoda for repairs, but the silver lining is that we now have a top-spec blue vRS model for the next couple of months instead.

The standard Elroq is a fantastic car and it's hard to pick any faults, but the hotter Elroq vRS arrived in the summer to some initial lukewarm reviews. I was keen to see if they were justified and if there was really such a difference between them. The price tag – our car is only just shy of £50,000 – is obviously a huge sticking point, but it's really the only negative thing I've found so far.

As the most powerful production Skoda ever, with 335bhp, it really does provide a jump up in performance from the 282bhp Edition 85. Based on reviews I had read, I was expecting any noticeable difference between them to be minimal, but it's not. Put your foot down and the vRS is quick in a straight line. It's even good fun when the roads get twisty, but the stiffer suspension is an acquired taste. A bumpy road can cause lots of head-bobbing and swaying, but it never feels out of control.

And it's not as if that extra performance seriously dents the efficiency either. Skoda

KY25 OVH
vRS
SKODA

ON THE ROAD Pete (top) likes the Elroq's performance; vRS badges (above) on the wings identify the car as the sporty flagship of the range

tion

FAMILY FAVOURITE
The spacious Elroq has been a hit with the Baiden family in both 85 Edition and vRS forms, with lots of room for the children in the back seats (below, left)

quotes an official range of 339 miles, just 15 miles less than the Edition 85 (although the vRS battery is 2kWh larger), and I've got close to that figure. I've averaged around 3.7 miles per kWh so far, and that's been a mixture of motorway commutes and shorter town trips.

Long-term tests are less about performance and efficiency, and more about what the car is like to live with day-to-day, though, and this is where the Elroq really stands out from the crowd. As with other models in the Skoda line-up, the vRS really excels inside, because there's a huge amount of space for a family, with plenty of room in the back seats for my children to do their thing without constantly kicking the seats in front.

The materials used are also of a high quality and the screen and interface work without a hitch. Anybody who hasn't sat inside a Skoda for the past 20 years will be genuinely stunned by what the brand has done.

I've been impressed with the Elroq vRS so far, but would I pick it over the 85 Edition model I had before? Simple answer, no. The 85 Edition is £10,000 cheaper and was pretty much faultless during its time with us.

MODEL TESTED:
Skoda Elroq vRS

On fleet since:	September 2025
Price new:	£46,560
Powertrain:	79kWh battery/2x e-motors
Power/torque:	335bhp/545Nm
WLTP range:	339 miles
Options:	Heat pump (£1,100), Winter package (£600)
Insurance:	Group: 37/Quote: TBC
Mileage:	3,032
Efficiency:	3.7 miles/kWh
CO2/Bik:	0g/km/3%
Any problems?	None so far

*__Insurance quote__ from AA (0800 107 0680) for a 42-year-old in Banbury, Oxon, with three points.

PROS
- Dual e-motors offer impressive pace
- Loads of cabin space
- High-quality interior materials

CONS
- Unsettled ride over bumps
- Boot smaller than Enyaq's
- vRS is expensive

> **"ANYBODY WHO HASN'T SAT INSIDE A SKODA FOR THE PAST 20 YEARS WILL BE STUNNED BY WHAT THE BRAND HAS DONE"**

AEX VERDICT ★★★★☆

THE Skoda Elroq vRS is a great car, but it has a problem. It's incredibly hard to justify the £10,000 premium over the already excellent 85 Edition that came before it on our fleet. It loses a star on value alone.

FLEETWATCH

RENAULT 5

BY the time you read this, 'my' Renault 5 will be in the arms of another man. Those of my colleague Tom Jervis to be specific, because Auto Express's consumer reporter will get to enjoy life in the yellow submarine for a few months. Taking the French EV's place on my driveway will be the fiery Abarth 600e Scorpionissima.

Hopefully Tom will concur with my findings, which is that the Renault 5 is an absolutely brilliant car to spend any amount of time in. Indeed, we part ways, I think I may not have appreciated just how comfortable and forgiving the ride in Renault 5 is.

The same goes for just how easy it is to use the technology onboard, and I maintain that Renault's Google-powered infotainment system is one of the very best around at the moment.

Similarly, I've found the real-world range of the R5 to be about 220 miles – not far off the 250 miles Renault says it will do. The warm summer weather will have helped me eke out a few extra miles from the car's 52kWh battery.

But then again, I've spent a lot of time driving this electric supermini back and forth to Heathrow and Gatwick airports on the M25 motorway, and enjoyed the occasional blast along my local B-roads. So I've not exactly been hypermiling it during my time with the Renault 5.

ELLIS HYDE

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NEW NISSAN LEAF
EV trailblazer returns as an SUV

RENAULT SYMBIOZ REVEALED ULTIMATE GOLF GTI

NEWS

DETAILS Nissan's design boss tells our man how brand's nineties styling (below) inspired some features. Optional glass roof (left) makes cabin brighter and boosts headroom

GIOVANNY ARROBA Vice President, Nissan Design Europe

"THE LEAF IS ALL ABOUT MUSCULARITY AND AGILITY, BUT IT SHOULD STILL HAVE A SENSE OF URBAN CHIC AND SEXINESS"

nches out with all-new Leaf

norphed into a sleek and slippery rival for the VW ID.3 and Kia EV3

STYLING Leaf's new look has been dictated in part by the desire for good aerodynamics that will give the car a good range

chic and sexiness," he said. "The [styling] of the *Leaf* is again very much shaped by bringing 604 kilometres [of range] to the customer within that price range."

Nissan has also sprinkled in plenty of nineties-inspired design details, harking back to the brand's heyday. Elements such as three-dimensional rear lights and their clever 'Ni-San' (two-three in Japanese) graphics, plus references to sports models such as the 300ZX around the blacked-out rear panel, all suggest that the company is leaning into something the newer Chinese and Korean brands don't have: heritage.

It might appear like a big car, but pictures don't quite do the Leaf justice, because it's one of very few EVs that look smaller in the metal. At 4,350mm long, it's only around 50mm longer than the boxy Kia EV3. The Leaf is available with 18 or 19-inch wheels, although specific trim details ▶

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25 June 2025 11

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We get our hands on new gel

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Which is the brightest idea?

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Six self-testers tested

PRODUCTS

HOT KIT

icanvalet

Price: From £6
Contact: *icanvalet.com*

THERE'S a new kid on the car-cleaning block, with products that appear to be great value, and claim to be more eco-friendly than established rivals.

The icanvalet range is the brainchild of a Colchester-based businessman who worked in the automotive bodyshop and motorhome industries, where established products were often very expensive. The aim of icanvalet is to offer products of a comparable quality to established industry leaders, but at a more affordable price.

They have the added advantage of reusable trigger bottles, which can be topped up with recyclable, eco-friendly refill packs. Buying these gives you a litre of your chosen product for only £2 more than a 500ml trigger bottle. If you use a lot of cleaning products in a year, this is a great idea, because not only will it save you money, the environmental benefits are also evident: the pouch uses less than two thirds of the plastic in a regular container

The breadth of the icanvalet range is huge, with everything from air fresheners and cleaning cloths to professional cutting polishes and compounds. Popular DIY car care products such as wheel cleaner, glass polish, all-purpose cleaner, trim sheen, leather and canvas treatments, and tyre shine, are expected to be the big sellers. Pricing appears to undercut most rivals', and there are several bundle deals on the company's website to make them even more attractive.

We will be testing the biggest sellers in the range in the coming weeks to see if they measure up to the promises.

GOING GREEN icanvalet range (top) is enormous, and one of the attractions is that they all come in reusable bottles, which can be topped up using good-value refill packs (above)

BOOKS

Whitney Straight: The Authorised Biography

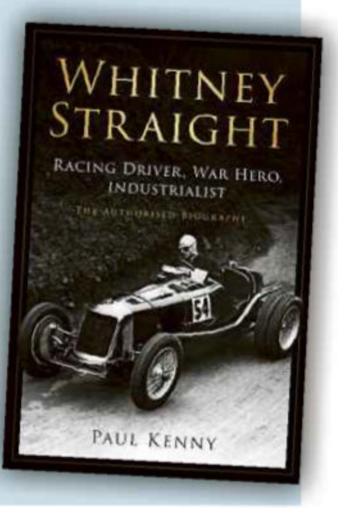
Paul Kenny (The History Press, *thehistorypress.co.uk*)
Price: £25 **Rating:** ★★★★☆

THIS is a book about the sort of person who doesn't seem to exist any more. Straight was a record-breaking racing driver, a pilot in the Royal Air Force, a businessman on the board of Rolls-Royce, and the owner of a commercial airline. All of this means that this chunky book can cover a lot of ground, with the help of Straight's personal diaries and photo albums, as well as contemporary archives. There's a lot of life to write about!

It's all rather interesting, and Straight was undeniably a character. From privileged upbringings, he went on to become a well known Grand Prix driver, winning classes at Brooklands and beyond.

He also had a passion for flight, operating airlines and airfields, commissioning and developing his own aircraft, and eventually serving with the RAF in WW2.

The author does a good job of distilling all these achievements into an entertaining format – it's very pick-up-able, treading a nice line between informative and entertaining. Diagrams are used in a few spots to illustrate items, but photos are limited to a few (black-and-white) plates in the middle of the book. An entertaining read about a rather interesting chap – and one you're not likely to have heard of before.



FIRST TEST

CarPlan Demon Slime

Price: £7.99 **Rating:** ★★★⯪☆ **Contact:** *mymotorworld.com*

NORMALLY, getting slime inside your car would be a reason to get upset, but CarPlan's new Demon Slime Super Cleaning Gel is designed to improve the interior.

Open the jar and you'll find a 160g blob of red gloop, which has a slight smell of cherry. The instructions tell you to pour it out of the tub and knead the goo gently in your hands before using it to pick up dirt, dust and crumbs from around your car's dashboard, switches and other hard surfaces. However, it's not suitable for use on fabrics.

Once the gel is covered with dirt, you knead it again to reveal a clean face of the slime and can carry on using it before returning it to the jar to ensure it is kept moist. If it's full of dirt and no longer picking up, the slime can't be cleaned, so it needs to be discarded, but is biodegradable.

Although the Demon Slime initially looks, smells and feels like the jelly you'd find on the table at a children's party, it doesn't leave any wet, sticky or greasy residue on your hands or your car's interior. You can also push the gel right into nooks and creases without it splitting or bits separating from the main blob.

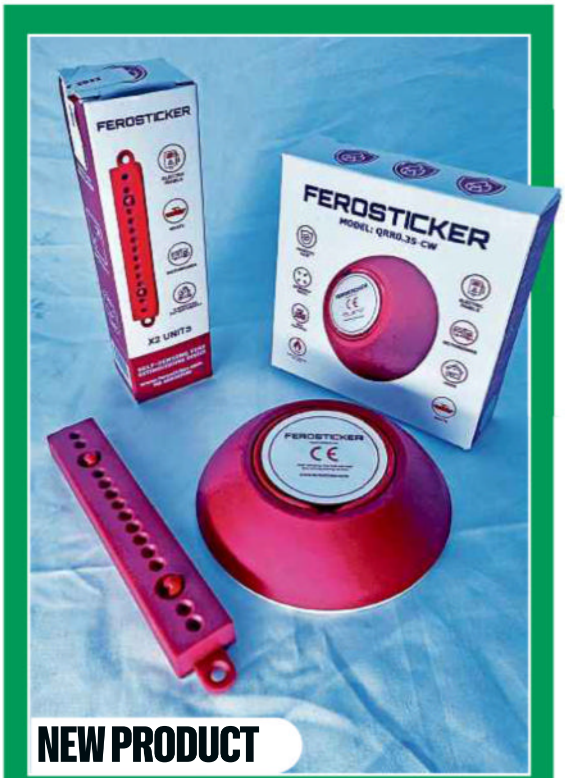
It is certainly a fun product to use – and effective at picking up crumbs and pet hairs from places such as door pulls, coin trays and cup-holders. However, you'll find a good microfibre cloth and a light spray of water is just as effective in most situations.

RED DEVIL

You have to knead the gel before it can be used. Once the surface is dirty, you knead it again to reveal a clean face

"YOU CAN PUSH THE GEL INTO NOOKS AND CREASES WITHOUT IT SPLITTING OR BITS SEPARATING"

Picks up Dust & Dirt!
Hot Cherry
CarPlan
Demon Slime
Super Cleaning Gel



NEW PRODUCT

Ferosticker

Price: £32-£71 **Contact:** *ferosticker.com*

WITH highly flammable liquids alongside electrics in a hot and enclosed space, it's a wonder car fires aren't more common. A leaky fuel pipe or chafed wire could be enough to cause your car to go up in flames – and it will be written off very quickly.

One answer is to keep a fire extinguisher within easy reach and hope you can get to the blaze before it becomes too established. However, the common powder and water types of extinguisher can often cause their own damage to delicate components.

A new product aims to solve many of these problems by automatically releasing a fire-suppressing gas when the temperature around it reaches 170 degrees C. The Ferostickers claim to be the world's smallest automatic extinguishers and can be attached to most surfaces with a sticky pad. They have a six-year life, requiring no wiring, batteries, or maintenance. The gas deployed is safe for electronics and non-toxic.

The smallest and cheapest is the F01, which costs £32, with a twin pack priced at £49, and four at £89. It is claimed to be suitable for spaces up to 0.1m^3, which is about half the size of a city car's boot.

The next size up is the F03 at £41, or £71 for a twin pack. This larger, disc-shaped device has the same functionality as the F01 but will cover up to 0.3m^3, so it's suitable for covering most engine bays and boot areas effectively.

Finally, the F09 can extinguish blazes in 0.9m^3 compartments and costs £71.

TESTED Headlamp restorer kits

FROM £8.99: There are many ways to bring back the shine to your car's faded lights, but which is the most effective? We test three options to find out

MINI TEST

Tom Barnard

WITH the nights drawing in, many of us will be driving more in the dark. And any headlamp defect will mean a poorer light output and possibly irritated flashes from other motorists.

One of the most common faults is faded plastic lenses, and there are many DIY ways to polish them back to their former glory, some involving a lot of elbow grease or power tools.

Previously, we've been impressed by the simplicity of Armor All's Headlight Restorer Wipes. Here they face the Ultimate Headlight Restoration Kit from Meguiar's.

We were also curious to try one of the new vapour kits, so tested Temu's BESPER package. It looks good value but is tricky to use and has no lacquer to protect the plastic. The Meguiar's kit worked well but is simply too expensive, so the Armor All Wipes emerge as winners again.

Meguiar's Ultimate Headlight Restoration Kit

Price: £40 **Rating:** ★★★⯪☆
Contact: *meguiars.co.uk*

IF you don't fancy attacking your headlamps with power tools, then the Meguiar's kit makes the process of sanding down your lights relatively simple. There are two grades of sanding discs that are mounted on an easy-to-grip foam pad: the rougher 1,000-grit disc removes the top layer of the tarnished plastic and then the finer 3,000-grit abrasive polishes the surface down to a satin-like finish. After donning the disposable glove included in the kit, you use one of the two sealant wipes to add a final gloss and seal the surface, protecting against reoxidation.

The result is good, but having the two abrasives on Digestive biscuit-sized discs means you'll be rubbing harder and for longer than when using other kits on larger lenses. Plus the price looks very steep – a professional restoration wouldn't cost much more.

BESPER Car Headlight Polish Renovation Kit

Price: £19.84 **Rating:** ★★★☆☆
Contact: *temu.com*

YOU get a lot for your money in this kit. There's a small roll of masking tape to protect your paint, and six types of sandpaper, ranging from 180 to 1,500 grit, to attack the oxidised plastic surface. Once you've finished this stage, an odd-looking heated metal mug is used to vaporise acetone. This slightly melts the plastic surface to make it glossy.

Using it requires some practice and it takes its power from a 12V socket, so you'll need to keep the car running to avoid a flat battery. There is no protective lacquer provided, though.

Armor All Headlight Restorer Wipes Kit

Price: £8.99 **Rating:** ★★★★⯪
Contact: *halfords.co.uk*

UNLESS you have large and heavily tarnished lenses that need a lot of refinishing, we found that the Armor All wipes will be able to cut through to a shine with far less effort than either of their rivals here.

The first of the disposable cloths is impregnated with an acetone-based fluid which, together with an abrasive texture, takes off the top layer of plastic. Once this has been done, a second wipe provides extra shine and a protective layer. They are great value too.

AlcoSense Excel

Rating: ★★★★★
Price: £99.99 **Type:** Fuel Cell
Contact: *alcosense.co.uk*

AUTO EXPRESS
BEST BUY
2025

ALTHOUGH it doesn't have quite as many features as the Pro, the Excel's sub-£100 price will make it a more viable purchase for many drivers who just want to check themselves once in a while.

It makes the process simple. Slide the face upwards to reveal the blow hole, follow the instructions on the colour screen and the Excel will tell you clearly if you are legal to drive. It was consistently accurate and makes some more expensive rivals look old-fashioned and embarrassingly inaccurate.

03/10/25 11:43
READY
Slide open to start
alcosense
excel

> "SLIDE THE FACE UPWARDS TO REVEAL THE BLOW HOLE, FOLLOW THE INSTRUCTIONS ON THE COLOUR SCREEN AND THE ALCOSENSE EXCEL WILL TELL YOU CLEARLY IF YOU ARE LEGAL TO DRIVE"

AlcoSense Pro

Rating: ★★★★½
Price: £149.99 **Type:** Fuel Cell
Contact: *alcosense.co.uk*

AUTO EXPRESS
Recommended
2025

WHILE it looks similar to the winning AlcoSense Excel, the Pro has a larger fuel-cell sensor that should result in slightly more accurate readings. It is also helped by a blowing guide, which helps you get the right quantity and flow of breath into the machine.

A more sophisticated menu allows you to change your location to adjust the limits for anywhere in the world with a pre-loaded (and updateable) database of legal levels. We also like the 'time to sober' estimate that is shown with your results. As with the AlcoSense Excel, the Pro's results were consistently accurate.

03/10/25 10:03
READY
Slide open to start
alcosense
pro

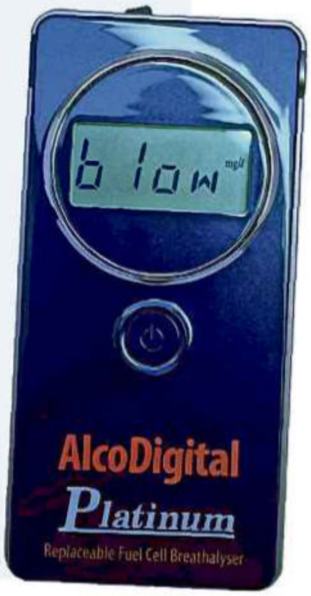
AlcoDigital Platinum

Rating: ★★★★☆
Price: £189 **Type:** Fuel Cell
Contact: *breathalyzer.co.uk*

AUTO EXPRESS
Recommended
2025

THE AlcoDigital lacks any sophisticated menus, but still has a simple testing procedure which is easy to understand. Turn it on, insert a tube and wait for the simple display to tell you to blow, and a measurement will quickly pop up, listed in mg/l.

The results were well within tolerance levels, although it did under-read very slightly compared with the police-spec machine's results at the English and Welsh limit. As with speedometers, we think it's best to err on the side of caution when your driving licence is at stake.



AlcoSCAN CA20

Rating: ★★★★☆
Price: £169.20 **Type:** Fuel Cell
Contact: *arco.co.uk*

THE CA20 is bigger than its rivals in this test and is supplied in an impressive protective case. Although the screen looks old-fashioned compared with the AlcoSense pair, it changes colour to tell you if you've failed based on pre-set limits. It was accurate at the Scottish level, but under-read consistently by 1.4mg/l at the English/Welsh limits.

AlcoSCAN's unit looks expensive compared with our winners, too, and the £92.99 annual recalibration check is more than three times the cost of an AlcoSense (£29.99).

SMART
Fuel Cell Sensor
bLo
CA20 FL
Digital Alcohol Detector

BREATHALYSERS

We test six units that claim to see you if you're below drink-drive limits

BUY YOUR CAR KIT WITH CONFIDENCE
Every week, we extensively test all the latest car kit from tyres to trim cleaners. Scan the code to access our huge online test archive

Tom Barnard

GETTING behind the wheel after drinking even a small amount of alcohol is always a bad idea and something we would never condone.

But drinks affect people differently and it is not easy to judge if you are safe and legal to drive after consuming alcohol in moderate amounts or hours before. It could be the morning after a party, for example, or if your teenager calls to say that they've missed the last train home when you've had a glass of wine with your dinner. In these situations, you can use a breathalyser to check if you are safe and legal to drive. These will either give you peace of mind or make it clear that you should be calling a taxi.

For this test, we looked at reusable electronic devices rather than the disposable bags. There are two general types we tested – those that use semi-conductors, which are cheaper but tend to be less accurate, and others with fuel cells, which are pricey but more precise. We evaluated both types here.

How we tested

WHILE the temptation is to test these devices by having a few pints in the pub and seeing if they detect it, we needed a more precise method. So we used breathalyser maker AlcoSense's lab to conduct our tests under strict controls. To ensure there was no bias, we secured sealed and certified breath alcohol simulation solutions from an independent supplier and randomly chose two of AlcoSense's devices for the tests from its warehouse.

We then followed the devices' instructions and 'blew' into them using special machines that deliver a precise dose of alcohol in air to replicate a human's exhaling lungs. Reference readings were recorded using a suitcase-sized police evidential breathalyser to double check accuracy.

Each device was tested five times at both the Scottish 0.22mg/l limit and then again at the 0.35 mg/l for the rest of the UK.

AlkoSure F16

Rating: ★★⯪☆☆
Price: £83.99 **Type:** Fuel Cell
Contact: *drugtests.co.uk*

AT £83.99, the AlkoSure is good value for money for a fuel-cell sensor device. Although it looks basic, the F16 can store the results of up to 50 tests and it's simple to switch between different measurement types.

But it consistently under-read compared with our calibrated samples, showing an average of 0.19mg/l at the evidential breathalyser's calibrated reading of 0.224. At the higher limit, the five test readings varied widely between 0.29 and 0.35 against a calibrated 0.354.

0.00
mg/l
alkoSure
fuel cell technology

Vtizikl Breathalyser

Rating: ★★☆☆☆
Price: £15.99 **Type:** Semi-conductor
Contact: *amazon.co.uk*

THE Vtizikl looks great value, at £15.99. It uses a semi-conductor sensor to keep cost down and is also rechargeable to save spending on batteries. It's tiny compared with the others in the test, being about the same size as a cigarette lighter.

With no blow tube, it is easy to get the breath dosing wrong, however, and the results varied wildly. It will sense alcohol on breath, but can't be relied upon for an accurate result.

Verdict

THE AlcoSense devices were consistently accurate in all our tests, made it easy to see if it was legal to drive, and made rivals look complex and overpriced. They take both first and second places here. Of the other units here, the AlcoDigital Platinum gave results within tolerance levels, but it looks expensive and basic compared with the winning AlcoSense Excel.

DRIVER POWER

May the best car **win**

CAR OF THE YEAR 2025
WINNER
Mercedes GLE

Fill in the Driver Power survey today to be part of the UK's biggest customer car satisfaction guide – powered by you, the drivers. Because while manufacturers may know the nuts and bolts of cars, only owners like you really know the quirks and perks.

Manufacturers are listening.

HAVE YOUR SAY TODAY

Tell us what you think of your car to be in with a chance of winning a £1,000 John Lewis voucher by scanning the QR code, or by going to this link **bit.ly/driver-power-survey**

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The truth about sleek exec

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MERC G-CLASS
Fine 4x4 for the well heeled

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THRILLERS
Sports car, hot hatch & EV

BUYING CARS

JUST WHAT MAKES A CAR BRITISH?

TOM JERVIS

Auto Express's consumer reporter explains everything you need to consider if you're a patriot who wants to buy British with your next car

WHAT does being British mean? With all that's going on in the news, it's a question many of us are asking ourselves. It's worth asking of the UK car industry, too.

While British cars once dominated the sales charts, our roads are now much more multinational. Brands and models from the likes of Europe, Japan, Korea and now even China are making their way to our shores.

But with global conglomerates having their fingers in the pies of almost every single automotive company, and foreign car makers shifting production around the world, if you want to buy British, where should your money go? The answer is complicated, because nailing down what is a 'British' car isn't easy.

Take Jaguar Land Rover, for example; the firm may originate from the UK and build most of its cars in Solihull, but the company is owned by India's giant Tata Group. It's a similar story for MINI; the original Morris Mini-Minor was a product of the British Motor Corporation, but the brand now falls under the BMW Group's German umbrella.

> **"THE NISSAN QASHQAI WAS DESIGNED BY A BRIT AND IS BUILT IN SUNDERLAND. SO IS IT MORE BRITISH THAN A VAUXHALL OR AN MG?"**

On the other hand, you have brands like Vauxhall and MG. Both are British badges owned by foreign companies and although the former only produces electric vans in the UK – the rest of Vauxhall's line-up are rebadged Opels built mainly in Germany – the latter assembles its cars in China.

Finally, there's the Nissan Qashqai. Despite wearing the name of a Japanese manufacturer, the Qashqai was originally designed (at least in part) by a Brit and is manufactured in Sunderland. Plus, the Qashqai has been a regular at the top of the nation's new-car sales charts for almost two decades. So, does this make it more British than a Vauxhall or MG?

Regardless, just as the UK has taken foreign cuisine to its heart, international influence has added spice and variety not only to our British brands, but also to our car industry in general.

So if you're looking to buy British, you might need to look a little further than the badge; brands such as MG can trace little more than their logo back to Blighty. But several seemingly foreign brands, such as Toyota (with the Corolla) and the aforementioned Nissan, build their cars on British soil, benefitting from the skills of British workers while also injecting some of their own overseas flair.

Considering some of the atrocities that came out of BMC and subsequently British Leyland, maybe that's not such a bad thing.

DRIVER POWER
OWNER VIEWS ON THE UK'S BEST CAR

> "It's great-looking, really enjoyable to drive and easy to live with. But the wheels of my S line car have been wrecked by Surrey roads."

POSITION 22nd

Audi A5 Mk2

Richard Dredge

IN July 2007 Audi introduced a two-door coupé based on the A4 saloon and estate. Two years later came the A5 convertible, just weeks before the A5 Sportback, a sleek five-door hatch.

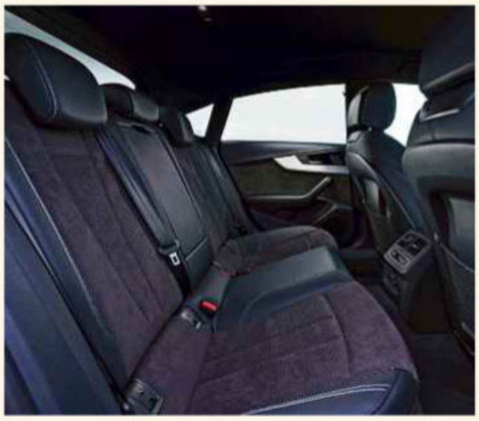
All sold well, so in 2016 Audi brought out new versions. First came the coupé, in September 2016, followed by the Sportback a month later, and the cabriolet in April 2017. All proved a big hit with buyers and that is reflected in the fact that almost a decade after the second-generation A5 arrived, it still manages to bag 22nd spot in this year's Driver Power survey. That's quite an improvement on the 38th position it earned in 2024 and a huge jump over the 71st place (out of 75) in 2023.

Despite such an impressive performance, the A5 fails to get any top-10 scores, although

MPG AND RUNNING COSTS

YOU SAID "Servicing is pricey; even pattern parts are dear, so it's hard to keep the costs down. But the fuel economy is excellent, and insurance costs are okay."

> "It's really sleek and classy rather than flash. Every time I see it, I smile and think how pleased I am that I own such a nice car."



INFOTAINMENT AND ELECTRICS

YOU SAID "The hi-fi sounds superb, to the point that I really look forward to a long drive simply so that I can immerse myself in my favourite tunes. The infotainment would be a lot better if it had a touchscreen set-up, though, rather than a rotary controller."

PRACTICALITY AND SPACE

YOU SAID "There's not much headroom in the back of the convertible with the roof up; even in the front there isn't as much as you might expect. Boot space also isn't great, but had I wanted lots of room, I'd have got a Sportback."

"This is my sixth Audi since 2004 and I've never had any problems with any of them. Servicing is a bit steep, but this is a quality product."

there are a few in the top 20. Best is 11th for running costs other than servicing and fuel (which rank 20th and 21st), while the built-in sat-nav and how easy it is to deactivate key safety features are both placed 14th. In 13th position is touchscreen visibility, while the heating and ventilation takes 15th slot.

For a car that places quality ahead of value, it's surprising that A5 owners put their cars in 16th place for value, but 21st for the quality of the exterior and 28th for cabin quality. The number and functioning of the safety systems come 19th and 18th, while overall quality ranks 22nd. What's really worrying is that the A5 comes last for reliability; it also does so for braking responsiveness. More reassuring is a 23rd place for luggage capacity, while front-seat comfort ranks 31st.

INTERIOR AND COMFORT

YOU SAID "The front seats are among the most supportive and comfortable I've ever had, and there's lots of adjustment too. Rear-seat space in my coupé is quite tight for fully grown adults, but for teenage children it's fine. Most impressive is the superb quality."

WHY DRIVER POWER IS IMPORTANT

Every year thousands of owners share thoughts, opinion and experiences of the cars they own. This not only helps potential buyers, it also helps makers shape the new generation of cars. Make sure your voice is heard.

SCAN THE CODE TO TAKE THE SURVEY

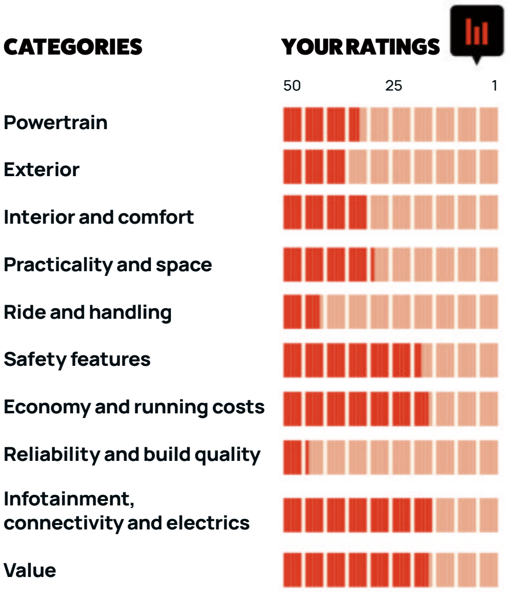
Tell us about your car and you could be in with a chance of winning a £1,000 John Lewis voucher

THE DRIVING EXPERIENCE

YOU SAID "My A5 Sportback 2.0 TDI quattro is no sports car, but it's easy and relaxing to drive, with accessible performance. And it's never short of grip, no matter what the weather."

OVERALL SCORE 85.50%

USED PRICES FROM: £8,000 **YEARS:** 2016 to 2024
CO2: 105-121g/km **ECONOMY:** 61-70mpg (2.0 TDI)
BEST OPTIONS: Adaptive suspension, Technology Pack, Virtual Cockpit, B & O hi-fi, matrix LED headlights



DATA BY CATEGORY

Bars illustrate 50-1 rankings per category. The longer the bar the better the car's ranking

YOUR VIEW

Reader comments reflecting how they feel about their car

"It has accessible performance, an efficient engine and a well designed cabin. Throw in great build quality and it's perfect."

"Audi's designers and engineers developed the A5 properly. Some of the things that other makers get wrong, Audi got right."

"I bought my A5 Sportback used, so it was top value compared to a new one. It's a great family car that will give years of service yet."

WANT ONE?

Scan the QR code to look at the used Audi A5s available right now in the Auto Express marketplace

USED BUYER'S GUIDE

FROM £80,000 It's a specialist choice, but famous G-Class nameplate is a f

Richard Dredge

FEW cars are deserving of the adjective 'iconic' and it's a very much over-used term, but the original Mercedes G-Class (originally branded the G-Wagen in 1979) is worthy of that accolade.

Initially developed for use by the military, the boxy G-Wagen was launched with the W460 codename, and lived unchanged through to a heavy revamp in 1990 with the arrival of the W463 model. As a result, the original G-Wagen (officially marketed as the G-Class from 1993) is sometimes seen as two distinct generations, but we're classing it as one, hence the all-new car from 2018 being classed as the second-generation model.

Last year Mercedes launched what it called an "all-new G-Class", meaning the Mk2 edition we're looking at here had a lifespan that lasted less than one-sixth as long as the Mk1. That might lead you to think that it might have been a bit of a lemon, but nothing is further from the truth, because the G-Class Mk2 is deeply impressive, as you would expect for the price.

HISTORY

AFTER more than 300,000 examples of the original G-Class had been sold, the Mk2 was unveiled in 2017, although it didn't go on sale in the UK until July 2018. At first only the £143,305 G 63 was available, which was also offered in Edition 1 form for £164,495. Both came with a 577bhp twin-turbo 4.0-litre V8 petrol engine and a nine-speed automatic transmission.

For those wanting something cheaper to buy and run, the £94,000 G 350d arrived in summer 2019, with a 282bhp 3.0-litre V6 diesel engine. Within 18 months this had morphed into the G 400d, with a more powerful (325bhp) 3.0 V6.

WHICH SHOULD I BUY?

THE running costs will probably dictate which engine you go for; the diesel is costly to run, while the V8 petrol models are fiendishly expensive. All powertrains are superb and while the Mk1 G-Class was offered in three-door form, the Mk2 only came with five doors.

Any G-Class that you buy will be crammed with kit; diesels came only in AMG Line Premium Plus form, while AMG editions came with even more equipment fitted as part of the asking price.

Standard kit for diesel models included a sliding sunroof, heated windscreen, matrix LED headlights, a 360-degree camera, heated front and rear seats, a 16-speaker Burmester hi-fi audio system, three-zone climate control, a heated steering wheel and Nappa leather trim. The AMG versions came with bigger wheels and brakes, a performance exhaust and an array of sportier design flourishes inside and out.

✓CHECKLIST

ON THE PULL

G-Classes are pretty much always bought as a style statement, but if you're buying to tow, you're in luck, because they're all capable of pulling up to 3,500kg, with trailer stabilisation as standard.

COMMON PROBLEMS

The G-Class was hand-made and its rarity means fault patterns are hard to pin down. Predictably, it's the electronics and electrics that are the most likely to give problems, but check the panel fit, too.

EXTRAS, EXTRAS

The options list was extensive when it came to colours, materials, wheel designs and finishes. One piece of kit worth seeking out is the rear-seat entertainment package.

ALL THE GEAR

All G-Classes came with 4Matic four-wheel drive as standard, with three lockable differentials for serious off-roading. They also only came with a nine-speed automatic gearbox.

BUY THROUGH AUTO EXPRESS!
Scan the code to view used G-Classes for sale now

E Mercedes G-Class Mk2

fine choice for the well heeled after a go-anywhere SUV

ON THE ROAD
The car's weight prevents it from feeling agile, but adaptive damping helps on a B-road. Performance is good, especially in AMG variants

PRICES

THERE aren't masses of used G-Classes for sale, but there are more than you might think, and they hold their value phenomenally well. We found more than 200, one in six with a diesel engine, which are the most affordable G-Class Mk2 models, with prices starting at £80,000 for a G 350d with 80,000 miles on the clock. If you'd prefer a G 400d, you'll spend upwards of £95,000, which bags a 45,000-mile 70-plate example.

There's the odd G 63 for sale at around £100k, but you'll need a £110k budget if you want any choice. This sum can secure a 60,000-mile G 63 on a 19-plate, while a 30,000-mile example is more like £140k. While upgraded G-Classes from the likes of Brabus can have asking prices of as much as £600,000, the ceiling on regular editions is more like £180,000.

ONLINE VALUATION TOOL
Head over to our valuation tool to check prices on a specific model.

VERSATILITY
A G-Class is as good to drive off road as the Mercedes is on tarmac

RUNNING COSTS

EVERYTHING about running a G-Class is costly: VED, insurance, fuel bills and maintenance. All G-Classes are in insurance group 50 and incur the road tax supplement (£425 on top of the regular £195) until their sixth birthday. Even the diesels are rated at only 25mpg (with CO_2 emissions of 252g/km), while the V8 editions are pegged at 18mpg (and 299g/km); in the real world, the thirst is likely to be even greater, so expect some seriously steep fuel bills.

All G-Classes have a service interval of 12 months or 12,500 miles, with maintenance alternating between Minor and Major at £525 and £650. The latter includes fresh brake fluid; the former is essentially an oil and filter change. Fresh rear axle oil is required every fourth service, at £500; engines are chain-driven, so there are no cambelts to replace.

RECALLS

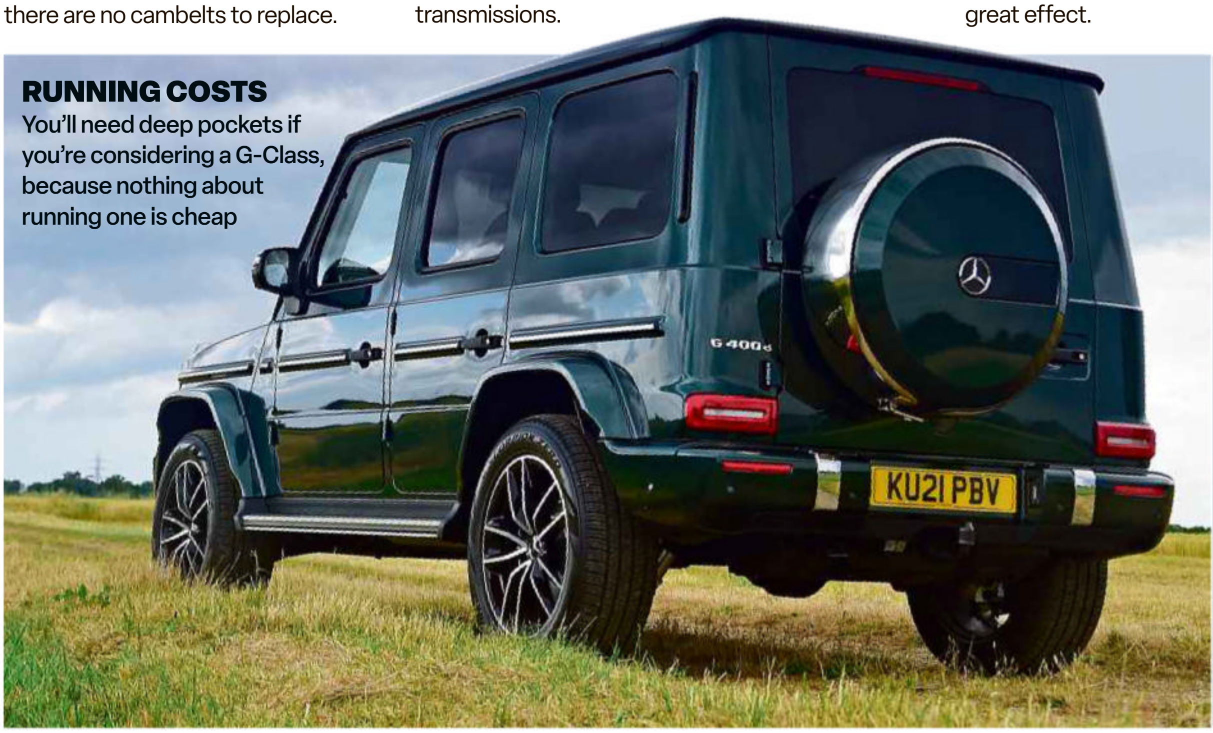
THE G-Class Mk2 has been recalled on 15 occasions, including three times in August 2020 due to issues with the seatbelt buckles, wiring harnesses and child locks. Within a month a problem had been identified with transmission casings, then in 2021 there were three actions due to e-call glitches. Faulty crash sensors led to a recall in August 2021, then coolant and fuel leaks prompted campaigns in January and March 2022.

Chafing wiring and faulty fuel pumps led to recalls in April and August 2023, then in 2024 there were two more campaigns: in April because the air-con used the wrong refrigerant, and in August, because of faulty rear axle casings. The most recent action, in March 2025, was due to faulty automatic transmissions.

ALTERNATIVES

THIS generation of G-Class is supremely capable on the road as well as off it, and that's also true of the Range Rover, which is a superb alternative. You could arguably see a late previous-generation G-Class as an option, but a closer match would be a Mercedes GLE, which is just as luxurious and roomy, but far cheaper to buy and run – and in more plentiful supply, too.

The Bentley Bentayga is luxurious and quick, and similarly costly to buy and run, very like the Lamborghini Urus. Neither of these models could cope with much in the way of off-roading, and that's also the case with the Aston Martin DBX. We'd also consider the BMW X5 M and Audi SQ8, which are less special, but blend performance and luxury to great effect.



RUNNING COSTS
You'll need deep pockets if you're considering a G-Class, because nothing about running one is cheap

ON THE ROAD

WITH a kerbweight of around 2.5 tonnes, the G-Class doesn't feel agile, but the standard adaptive damping makes a huge difference when tackling twisty roads. The suspension does a great job of soaking up potholes when cruising, and despite the upright nose and windscreen, high-speed refinement is truly excellent.

Of course, the AMG editions are ludicrously fast (0-62mph takes just 4.5 seconds), but even the diesels versions are sufficiently swift; the G 350d is just three seconds slower. Venture off road and the G-Class is the equal of any Jeep or Land Rover model.

DYNAMIC SELECT
Individual config
User notification
Engine data
Vehicle data

INTERIOR

The second-generation car's dashboard is a world away from the 1979 original, with twin 12.3-inch digital displays. But they're not touchscreens, which makes controlling some functions less convenient. The seats are superb.

PRACTICALITY

THERE'S plenty of space in the rear of a G-Class for three people (there's no third-row option) with a back seat that folds with a 60:40 split. The five-door bodystyle makes for easy access, while the boot capacity is also good, at 677 litres with the rear seats in place, or 1,150 litres when they're folded down.

DRIVER POWER

WITH just a few hundred examples sold in the UK each year, the G-Class has never troubled the best-seller lists and it has never appeared in our annual Driver Power surveys.

Mercedes doesn't always do all that well in our polls, but this year it came top with the GLE, with the C-Class and A-Class in fifth and 11th respectively, which is impressive. But in our 2024 Brands survey, Mercedes came 25th out of 32, showing that there's plenty of room for improvement.

VERDICT ★★★★☆

THE G-Class has always been a specialist car for people with deep pockets, and that's especially so with this second-generation edition. For most people in the real world, it doesn't do anything better than the more mainstream road-biased SUVs offered by Mercedes and its rivals; in fact it's less pleasant on road than almost all of them. But for some people only a G-Class will do, due to its boxy shape and the go-anywhere reputation.

If you're one of those people, we wouldn't try to dissuade you from buying a G-Class because this is a great car that's quick, refined, comfortable and superbly built, even if the Mercedes SUV is far from a rational purchase.

HYUNDAI IONIQ 5 - £19,057

1

THE Hyundai Ioniq 5 is a hugely spacious and comfortable family model that was the Auto Express Car of the Year in 2021 and is now a fantastic used purchase. This two-year-old, mid-range Premium model has 32,000 miles on the clock, so it's still covered by Hyundai's five-year warranty. Yet it costs about half what it did brand new and has the larger of the 5's two battery packs, which gives up to 315 miles of range.

The kit list includes dual 12.3-inch displays, wireless Apple CarPlay, part-leather upholstery, heated front and rear seats, a powered tailgate, and adaptive cruise control. It also has an 800V charging system, which allows for a 10 to 80 per cent top-up in as little as 18 minutes.

IF you want a sharper-looking but no less practical family EV, you can get a used Kia EV6 through Auto Express for less than £16,000.

> "The Ioniq 5 is a hugely spacious and comfortable family model that was our Car of the Year in 2021"

3 CAR GARAGE

Ioniq 5, F-Type and up! GTI for less than Tesla's spiciest SUV

By Ellis Hyde

THE latest Tesla Model Y Performance offers supercar levels of speed and space for all the family. But we still don't think the £62k SUV is that fun to drive. You could assemble a very impressive three-car garage for that sum, which is what we did by searching through the Auto Express used-car classifieds.

For the price of a brand-new £61,990 Tesla Model Y Performance, you can bag yourself a luxurious EV, a stunning sports car and a fun-to-drive hot hatch

VOLKSWAGEN UP! GTI - £13,086

2

THE VW up! GTI is the antithesis of the Tesla Model Y Performance, and that's partly why we're so fond of it. This three-door model is available through Auto Express, weighs less than a tonne and has a small but rather characterful 1.0-litre turbocharged three-cylinder engine producing 113bhp. That's about a quarter of what the Tesla has on tap, and it takes nearly three times longer to hit 60mph.

But you don't have to be going at supersonic speeds to have huge fun in this little car, because you can playfully thrash it around on B-roads. Plus, you enjoy having a six-speed manual gearbox to engage with. While there's no touchscreen and dials are analogue, the tartan seats are to die for.

NOT a VW fan? There are about a dozen MINI John Cooper Works for sale through Auto Express.

"You don't have to be going at supersonic speeds to have a huge amount of fun in this little Volkswagen"

JAGUAR F-TYPE V6 S - £25,994

3

THE Jaguar F-Type makes its presence known to everyone within the next three postcodes, because this model's 3.0-litre supercharged V6 engine delivers a bellowing soundtrack that's guaranteed to make you smile.

And you can enjoy it even more with the sports exhaust mode activated and the roof down in this convertible, which has only covered just over 36,000 miles in 10 years. This F-Type V6 S isn't as fast in a straight line as the Tesla, but it has 375bhp, gorgeous styling and a cabin that feels special.

IF this F-Type has found a new home, you can find more examples available through Auto Express.

"The 3.0-litre supercharged V6 delivers a bellowing soundtrack that's guaranteed to make you smile"

NEW CAR PRICES

HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100km/h), in seconds.

ECONOMY/EMISSIONS/RANGE: Combined WLTP economy in miles per gallon, emissions in grams per kilometre of CO2 and maximum claimed range for EVs. Figures are achieved in the latest WLTP tests, but will vary according to equipment and are unlikely to be representative of everyday efficiency.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: Next to each manufacturer's name is the basic warranty period in months and miles for the mechanical parts. EVs and hybrids will have dedicated battery cover.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, the first 12 months' of emissions-based road tax, number plates and first registration.

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK. The lower the number, the higher the score a model achieved.

ROAD TAX: When a car is first registered, its first year's road tax is included in the price. This is emissions-based, with cars falling into one of 13 bands as follows:

0g/km: £10 **1-50g/km:** £110 **51-75g/km:** £130 **76-90g/km:** £270 **91-100g/km:** £350 **101-110g/km:** £390 **111-130g/km:** £440 **131-150g/km:** £540 **151-170g/km:** £1,360 **171-190g/km:** £2,190 **191-225g/km:** £3,300 **226-255g/km:** £4,680 **255g/km and above:** £5,490

After 12 months, it's the owner's responsibility to tax their vehicle. All cars are now levied at the same rate whether they're electric, hybrid, petrol or diesel. The standard rate is £195, while cars costing more than £40,000 face an additional charge that increases the annual rate to £620. After five years, these models revert to the lower rates.

EURO NCAP RATING: At the start of each model is its Euro NCAP crash test safety rating (if available). The maximum score is five stars, although the test has been made tougher over the years, so ratings aren't comparable between vehicles and expire after six years.

PICK-UP TRUCKS: The models listed here pay a flat rate of road tax, at £355 per year.

ABARTH

Dealers: 82 **Warranty:** 3 yrs/60000 mls

500e - 3673x1682mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (152) auto 500e	164	7.0	0	23	£29985
42kWh (152) auto 500e Turismo	157	7.0	0	23	£33985

500C: add £3000

600e - 4187x1779mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (240) auto 600e	200	6.2	0	35	£36985
54kWh (280) at 600e Scorpionissima	200	5.9	0	36	£39885

ALFA ROMEO

Dealers: 55 **Warranty:** 3 yrs/unlimited mls

Giulia - 4643x1873mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto Sprint	39.2	5.7	162	24	£43750
2.0T (280) auto Veloce	38.2	5.7	167	34	£48750
2.0T (280) auto Intensa	38.7	5.7	166	34	£53150
2.9 V6TT (520) auto Quadrifoglio	27.7	3.9	231	46	£86885

Junior - 4173x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Ibrida	58.9	8.9	109	26	£28400
1.2 Hybrid (136) auto Intensa	58.9	8.9	109	26	£33400
54kWh (156) auto Elettrica	247	9.0	0	23	£33905
54kWh (156) auto Speciale	254	9.0	0	23	£35705
54kWh (156) auto Intensa	254	9.0	0	23	£38905
54kWh (280) auto Veloce	200	6.0	0	34	£42305

Tonale - 4528x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T Hybrid (160) auto Sprint	49.6	8.8	129	28	£38650
1.5T Hybrid (160) auto Veloce	48.7	8.8	130	29	£43650
1.5T Hybrid (160) auto Intensa	48.7	8.8	131	29	£48050
1.3T PHEV (280) auto Sprint Q4	201.8	6.2	30	37	£45500
1.3T PHEV (280) auto Veloce Q4	201.8	6.2	30	37	£50500
1.3T PHEV (280) auto Intensa Q4	201.8	6.2	32	37	£54900

Stelvio - 4687x1903mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) auto AWD Sprint	33.6	5.7	192	30	£52000
2.0T (280) auto AWD Veloce	33.2	5.7	192	30	£57000
2.0T (280) auto AWD Intensa	33.2	5.7	192	30	£61400
2.9 V6TT (510) at AWD Q'foglio	23.9	3.8	267	50	£95890

ALPINA

Dealers: 7 **Warranty:** 3 yrs/60000 mls

D3 S - 4723x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto AWD saloon	39.2	4.6	188	50	£69350
3.0TT (355) at AWD Touring	39.2	4.8	188	50	£70250

B3 GT - 4725x1827mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (529) auto AWD saloon	26.6	3.4	241	50	£91640
3.0TT (529) auto AWD Touring	26.6	3.5	241	50	£92740

D4 S - 4792x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) at AWD Gran Coupe	39.2	4.8	188	50	£71400

B4 GT - 4800x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (495) at AWD Gran Coupe	26.6	3.5	241	50	£93740

B8 - 5092x1932mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (634) auto Gran Coupe	23.9	3.3	268	50	£191300

XD3 - 4715x1897mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (355) auto XD3	36.7	4.9	202	50	£72000

XB7 - 5195x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT (621) auto XB7	22.1	4.2	289	50	£169645

ALPINE

Dealers: 7 **Warranty:** 3 yrs/60000 mls

A290 - 4181x1798mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (180) auto A290 GT	236	7.4	0	27	£33500
52kWh (180) at A290 GT Performance	236	7.4	0	29	£36000
52kWh (220) auto A290 GTS	226	6.4	0	29	£37500

A110 - 4181x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8T (252) auto A110	42.2	4.5	152	44	£55160
1.8T (300) auto A110 GT	41.5	4.2	154	44	£66170
1.8T (300) auto A110 S	40.9	4.2	156	46	£68170
1.8T (300) auto A110 R Turini	41.5	4.0	156	46	£92710

ARIEL

Dealers: N/A **Warranty:** 1 yr/unlimited mls

Atom - 3410x1798mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (245) Atom 3.5	N/A	2.7	N/A	N/A	£32394

Nomad - 3215x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4 (235) Nomad	N/A	3.4	N/A	N/A	£33500

ASTON MARTIN

Dealers: 20 **Warranty:** 3 yrs/unlimited mls

DBX - 5039x1998mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (707) auto DBX707	19.9	3.3	323	50	£210000

Vantage - 4465x1949mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (665) auto Vantage	23.3	3.5	274	50	£165000
4.0 V8TT (535) auto Vantage F1 Ed	24.3	3.6	264	50	£156000
4.0 V8TT (510) auto Roadster	24.3	3.8	263	50	£138000
4.0 V8TT (535) at Roadster F1 Ed	24.3	3.7	264	50	£163000

DB12 - 4725x2060mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (680) auto DB12	23.2	3.6	276	50	£191000
4.0 V8TT (680) auto DB12 Volante	23.2	4.1	276	50	£204500

Vanquish - 4850x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.2 V12TT (835) auto Vanquish	20.7	3.3	312	50	£334000
5.2 V12TT (835) at Vanquish Volante	N/A	3.4	N/A	50	£361000

AUDI

Dealers: 118 **Warranty:** 3 yrs/60000 mls

A1 Sportback - 4029x1740mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (95) 25 TFSI Sport	52.3	11.0	124	19	£24030
1.0 (95) 25 TFSI S line	51.4	11.0	126	19	£25980
1.0 (95) 25 TFSI auto Sport	50.4	11.5	127	19	£25070
1.0 (95) 25 TFSI auto S line	49.6	11.5	129	19	£27020
1.0 (110) 30 TFSI Sport	51.4	9.7	124	19	£24765
1.0 (110) 30 TFSI S line	50.4	9.7	127	19	£26715
1.0 (110) 30 TFSI auto Sport	50.4	9.8	127	19	£25805
1.0 (110) 30 TFSI auto S line	49.6	9.8	129	19	£27755
1.5 (150) 35 TFSI auto S line	49.6	8.1	128	25	£28780

Black Edition: add £2275 to S line

A3 Sportback - 4343x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	50.4	9.7	127	17	£29725
1.5 TFSI (116) S line	48.7	9.7	133	18	£32105
1.5 TFSI (116) auto Sport	53.3	9.9	121	16	£31275
1.5 TFSI (116) auto S line	50.4	9.9	127	18	£33555
1.5 TFSI (150) Sport	50.4	8.4	128	22	£30780
1.5 TFSI (150) S line	47.9	8.4	134	22	£33160
1.5 TFSI (150) auto Sport	53.3	8.1	121	23	£32285
1.5 TFSI (150) auto S line	50.4	8.1	127	23	£34565
1.5 TFSI e (204) auto Sport	941.6	7.4	7	25	£39290
1.5 TFSI e (204) auto S line	706.2	7.4	9	26	£41570
2.0 TFSI (333) quat at S3 Black Ed	33.6	4.7	191	33	£48390
2.5 TFSI (400) quattro auto RS 3	30.4	3.8	211	36	£61525
2.0 TDI (150) auto Sport	57.6	8.1	128	23	£34185
2.0 TDI (150) auto S line	55.4	8.1	134	24	£36565

Black Edition: add £1700 to S line (not 30 TFSI) **Carbon Black:** add £4650 to RS 3 **Vorsprung:** add £5475 to S3 Black Edition, add £7250 to RS 3

A3 Saloon - 4495x1984mm
Euro NCAP: ★★★★★ **Driver Power:** 36th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (116) Sport	52.3	9.7	124	18	£30300
1.5 TFSI (116) S line	49.6	9.7	129	18	£32580
1.5 TFSI (116) auto Sport	54.3	9.9	119	17	£31850
1.5 TFSI (116) auto S line	52.3	9.9	123	18	£34130
1.5 TFSI (150) Sport	51.4	8.4	125	22	£31300
1.5 TFSI (150) S line	49.6	8.4	130	22	£33580
1.5 TFSI (150) auto Sport	54.3	8.1	119	23	£32850
1.5 TFSI (150) auto S line	52.3	8.1	123	23	£35130
2.0 TFSI (333) quat at S3 Black Ed	35.3	4.7	183	33	£48400
2.5 TFSI (400) quattro auto RS 3	31.0	3.8	207	36	£62525
2.0 TDI (150) auto Sport	58.9	8.1	125	24	£34750
2.0 TDI (150) auto S line	56.5	8.1	131	24	£37030

Black Edition: add £1700 to S line
Carbon Black: add £4650 to RS 3
Vorsprung: add £5475 to S3 add £7250 to RS 3

A5 - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	42.2	9.8	155	23	£42660
2.0 TFSI (150) auto S line	41.5	9.8	154	24	£44810
2.0 TFSI (204) auto Sport	42.2	7.8	155	30	£45000
2.0 TFSI (204) auto S line	41.5	7.8	155	31	£47150
2.0 TFSI e (299) quat auto Technik	141.9	5.9	45	39	£48950
2.0 TFSI e (299) quattro auto Sport	138.8	5.9	46	39	£50950
2.0 TFSI e (299) quattro auto S line	139.3	5.9	46	40	£53600
3.0 V6 TFSI (367) quat at S5 Edition 1	37.2	4.5	173	42	£69825
2.0 TDI (204) auto Sport	58.9	7.7	127	32	£47200
2.0 TDI (204) auto S line	58.9	7.7	127	32	£49350
2.0 TDI (204) quattro auto Sport	56.5	6.9	133	34	£48775
2.0 TDI (204) quattro auto S line	55.4	6.9	133	34	£50925

Edition 1: add £5000 to S line

A5 Avant - 4829x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (150) auto Sport	41.5	9.8	155	24	£44560
2.0 TFSI (150) auto S line	40.9	9.8	157	24	£46710
2.0 TFSI (204) auto Sport	41.5	7.8	157	30	£46900
2.0 TFSI (204) auto S line	40.9	7.8	159	31	£49050
2.0 TFSI e (299) quat auto Technik	136.3	5.9	47	39	£50850
2.0 TFSI e (299) quattro auto Sport	134.4	5.9	48	39	£52850
2.0 TFSI e (299) quattro auto S line	132.0	5.9	49	40	£55500
3.0 V6 TFSI (367) quat at S5 Edition 1	36.2	4.5	177	43	£71725
2.0 TDI (204) auto Sport	57.6	7.7	129	32	£49100
2.0 TDI (204) auto S line	57.6	7.7	130	32	£51350
2.0 TDI (204) quattro auto Sport	55.4	6.9	134	34	£50675
2.0 TDI (204) quattro auto S line	55.4	6.9	135	34	£52825

Edition 1: add £5000 to S line

A6 - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	40.4	8.2	159	31	£50560
2.0 TFSI (204) auto S line	40.0	8.2	160	32	£53360
2.0 TFSI e (299) quattro auto Sport	128.6	6.0	50	40	£60960
2.0 TFSI e (299) quattro auto S line	129.7	6.0	49	41	£63260
2.0 TDI (204) auto Sport	55.5	6.9	133	36	£54830
2.0 TDI (204) auto S line	54.8	6.9	135	37	£57630

Edition 1: add £4900 to S line

A6 Avant - 4999x2099mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) auto Sport	39.5	8.3	162	31	£52510
2.0 TFSI (204) auto S line	39.1	8.3	164	32	£55310
2.0 TFSI e (299) quattro auto Sport	123.0	6.0	52	40	£62930
2.0 TFSI e (299) quattro auto S line	123.4	6.0	52	41	£65230
2.0 TDI (204) auto Sport	54.2	7.0	137	36	£56780
2.0 TDI (204) auto S line	53.4	7.0	139	37	£59580

Edition 1: add £4900 to S line

RS 6 Avant - 4995x2110mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 TFSI (600) quattro auto perf	22.4	3.6	286	50	£120165

Carbon Black: add £8950 **Carbon Vorsprung:** add £17400

A6 Sportback e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	384	6.0	0	43	£62540
83kWh (326) auto S line	383	6.0	0	43	£66040
100kWh (380) auto Sport perf	464	5.4	0	44	£68810
100kWh (380) auto S line perf	463	5.4	0	44	£72310
100kWh (462) quattro auto Sport	440	4.5	0	48	£73910
100kWh (462) quattro auto S line	439	4.5	0	50	£77410
100kWh (551) quattro at S6 Edition 1	407	3.9	0	50	£97540

Edition 1: add £5000 to S line

A6 Avant e-tron - 4928x1923mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (326) auto Sport	364	6.0	0	43	£64340
83kWh (326) auto S line	362	6.0	0	43	£67840
100kWh (380) auto Sport perf	437	5.4	0	44	£70610
100kWh (380) auto S line perf	436	5.4	0	44	£74110
100kWh (462) quattro auto Sport	418	4.5	0	48	£75710
100kWh (462) quattro auto S line	415	4.5	0	50	£79210
100kWh (551) quattro at S6 Edition 1	391	3.9	0	50	£99340

Edition 1: add £5000 to S line

e-tron GT - 4990x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
105kWh (584) quattro auto	386	4.2	0	50	£88555
105kWh (680) quattro auto S	375	3.6	0	50	£107825
105kWh (857) quattro auto RS	368	3.1	0	50	£126425
105kWh (857) quat at RS Carbon Bl	369	3.1	0	50	£138925
105kWh (925) quattro at RS perf	365	2.9	0	50	£142925
105kWh (925) quat at RS perf Carbon	365	2.9	0	50	£155425

Vorsprung: add £22900 to S, add £11000 to RS Carbon Black

A8 - 5172-5302x1945mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 (462) 60 TFSI e qt at Sport	148.7	4.9	42	50	£94480
3.0 V6 (462) 60 TFSI e qt at Sport L	148.7	4.9	43	50	£98480
4.0 V8 TFSI (571) quat at S8 Black	24.6	3.8	260	50	£118285
3.0 (286) 50 TDI quat auto Sport	40.4	5.9	185	29	£85710
3.0 (286) 50 TDI quat auto Sport L	39.8	5.9	185	29	£89710

S line: add £4250 to Sport
Black Edition: add £2300 to S line
Vorsprung: add £10750 to S8

Q2 - 4191x1794mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (116) 30 TFSI Sport	49.6	10.5	131	14	£29765
1.0 (116) 30 TFSI S line	47.9	10.5	134	14	£32215
1.5 (150) 35 TFSI Sport	47.9	8.6	133	20	£31575
1.5 (150) 35 TFSI S line	47.9	8.6	133	20	£34025
1.5 (150) 35 TFSI auto Sport	46.3	8.6	138	20	£33125
1.5 (150) 35 TFSI auto S line	46.3	8.6	138	20	£35575
2.0 TFSI (300) quat at SQ2 Black Ed	34.4	4.9	186	37	£46820

Black Edition: add £1700 to S line
Vorsprung: add £3850 to SQ2

Q3 - 4531x2087mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TFSI (150) auto Sport	46.5	9.1	138	N/A	£38300
1.5 TFSI (150) auto S line	45.4	9.1	142	N/A	£41100
1.5 e-Hybrid (272) auto Sport	161.9	6.8	40	N/A	£45800
1.5 e-Hybrid (272) auto S line	152.6	6.8	42	N/A	£48600
2.0 TFSI (204) quattro auto Sport	36.1	7.1	178	N/A	£42000
2.0 TFSI (204) quattro auto S line	35.4	7.1	181	N/A	£44800
2.0 TFSI (265) quattro auto S line	33.1	5.7	194	N/A	£48900
2.0 TDI (150) auto Sport	52.7	9.2	140	N/A	£40000
2.0 TDI (150) auto S line	51.6	9.2	143	N/A	£42800

Edition 1: add £3550 to S line

Q3 Sportback - 4484x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (150) 35 TFSI Sport	42.8	9.5	149	24	£36565
1.5 (150) 35 TFSI S line	42.8	9.5	149	24	£39735
1.5 (150) 35 TFSI auto Sport	42.8	9.5	149	24	£38145
1.5 (150) 35 TFSI auto S line	42.8	9.5	149	24	£41315
2.0 (190) 40 TFSI quattro at S line	36.7	7.3	175	31	£44655
2.0 (245) 45 TFSI quattro at S line	32.8	5.8	195	35	£47665
2.0 (150) 35 TDI auto Sport	51.4	9.3	143	25	£39745
2.0 (150) 35 TDI auto S line	51.4	9.3	143	25	£41145
2.0 (200) 40 TDI quattro at S line	44.8	7.3	164	25	£45755

Black Edition: add £2050 to S line

Q4 e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	251	8.1	0	32	£46610
82kWh (286) 45 e-tron auto Sport	338	6.6	0	36	£51310
82kWh (286) 45 e-tron qt at Sport	320	6.6	0	37	£52740
82kWh (340) 55 e-tron qt at Sport	320	5.4	0	39	£57690

S line: add £2550
Black Edition: add £4800

Q4 Sportback e-tron - 4588x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) 40 e-tron auto Sport	256	8.1	0	32	£48110
82kWh (286) 45 e-tron auto Sport	347	6.6	0	36	£52810
82kWh (286) 45 e-tron qt at Sport	328	6.6	0	37	£54240
82kWh (340) 55 e-tron qt at Sport	328	5.4	0	39	£59190

S line: add £2550
Black Edition: add £4800

Q5 - 4717x2155mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.4	7.2	159	37	£50660
2.0 TFSI (204) quattro auto S line	39.4	7.2	163	38	£53260
2.0 e-Hybrid (299) quattro at Sport	111.3	6.2	58	43	£56740
2.0 e-Hybrid (299) quattro at S line	99.6	6.2	64	43	£59340
3.0 V6 TFSI (367) quattro auto SQ5	34.1	4.5	188	45	£75525
2.0 TDI (204) quattro auto Sport	47.0	7.4	158	38	£52310
2.0 TDI (204) quattro auto S line	45.9	7.4	162	39	£54910

Edition 1: add £4200 to S line

Q5 Sportback - 4717x2155mm (inc mirrors)
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto Sport	40.3	7.2	159	37	£53160

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TFSI (204) quattro auto S line	39.5	7.2	162	38	£55760
2.0 e-Hybrid (299) quattro at Sport	110.9	6.2	58	43	£59240
2.0 e-Hybrid (299) quattro at S line	100.3	6.2	64	43	£61840
3.0 V6 TFSI (367) quattro auto SQ5	34.2	4.5	187	45	£78775
2.0 TDI (204) quattro auto Sport	47.2	7.4	157	38	£54810
2.0 TDI (204) quattro auto S line	46.3	7.4	160	39	£57410

Edition 1: add £4200 to S line

Q6 e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	326	7.0	0	44	£60515
83kWh (252) auto S line	300	7.0	0	45	£63515
100kWh (306) auto Sport perf	393	6.7	0	45	£64015
100kWh (306) auto S line perf	361	6.7	0	47	£67015
100kWh (388) quattro auto Sport	382	5.9	0	46	£69515
100kWh (388) quattro auto S line	349	5.9	0	47	£72515
100kWh (490) qt at SQ6 Edition 1	360	4.3	0	50	£92990

Edition 1: add £5000 to S line

Q6 Sportback e-tron - 4771x1939mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (252) auto Sport	334	7.0	0	44	£63015
83kWh (252) auto S line	300	7.0	0	45	£66015
100kWh (306) auto Sport perf	406	6.7	0	45	£66515
100kWh (306) auto S line perf	361	6.7	0	47	£69515
100kWh (388) quattro auto Sport	382	5.9	0	46	£72015
100kWh (388) quattro auto S line	349	5.9	0	47	£75015
100kWh (490) qt at SQ6 Edition 1	369	4.3	0	50	£95490

Edition 1: add £5000 to S line

Q7 - 5052x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.6	5.6	233	41	£73850
3.0 V6 TFSI e (394) quattro at S line	219.7	5.7	29	41	£77135
4.0 V8 TFSI (507) qt at SQ7 Black	23.5	4.1	274	50	£97745
3.0 V6 TDI (231) quattro at S line	35.7	7.1	207	41	£70730
3.0 V6 TDI (286) quattro at S line	35.6	6.1	208	43	£73770

Black Edition: add £4550 to S line
Vorsprung: add £23200 to S line, add £18950 to SQ7

Q8 - 4986x1995mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TFSI (340) quattro at S line	27.4	5.6	234	45	£81130
3.0 V6 TFSI e (394) quattro at S line	226.1	5.7	28	41	£84600
4.0 V8 TFSI (507) qt at SQ8 Black	23.0	4.1	279	50	£102740
4.0 V8 TFSI (600) quattro at RS Q8	21.5	3.8	299	50	£125090
4.0 V8 TFSI (640) quat at RS Q8 perf	21.4	3.6	300	50	£140090
3.0 V6 TDI (286) quattro at S line	34.9	6.1	212	47	£79805

Black Edition: add £4550 to S line
Vorsprung: add £23800 to S line, add £19550 to SQ8, add £17800 to RS Q8 **Carbon Black:** add £10500 to RS Q8

BAC

Dealers: 1 **Warranty:** 1yr

Mono - 4952x1836mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 (305) Mono	N/A	2.7	N/A	N/A	£215000
2.5 (350) Mono R	N/A	2.5	N/A	N/A	£235000

BENTLEY

Dealers: 23 **Warranty:** 3 yrs/unlimited mls

Flying Spur - 5316x1988mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (544) auto	85.6	4.3	75	50	£180400
3.0 V6 Hybrid (544) auto S	85.6	4.3	75	50	£201000
4.0 V8TT (550) auto	22.2	4.1	288	50	£175100
4.0 V8TT (550) auto S	22.2	4.1	288	50	£202400
4.0 V8 Hybrid (782) auto Speed	941.6	3.5	33	50	£239000

Bentayga - 5125x2010mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 Hybrid (462) auto	83.1	5.3	68	50	£172600
3.0 V6 Hybrid (462) auto S	83.1	5.3	68	50	£195000
4.0 V8TT (550) auto	23.5	4.5	294	50	£172600
4.0 V8TT (550) auto S	21.7	4.5	294	50	£201500

Continental - 4895x1966mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8 Hybrid (680) auto GT	N/A	3.7	N/A	50	£202400
4.0 V8 Hybrid (782) at GT Conv	N/A	3.9	N/A	50	£222600
4.0 V8 Hybrid (782) auto GT Speed	217.3	3.2	29	50	£251000
4.0 V8 Hybrid (782) at GT Spd Conv	201.8	3.4	31	50	£272100

BMW

Dealers: 192 **Warranty:** 3 yrs/unlimited mls

1 Series - 4361x1800mm
Euro NCAP: N/A **Driver Power:** 17th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto 120 Sport	52.3	7.8	121	21	£32290
1.5T (170) auto 120 M Sport	52.3	7.8	121	21	£34290
1.5T (218) auto 123 xDrive M Sport	47.9	6.3	135	26	£37470
2.0T (300) auto xDrive M135	37.2	4.9	173	29	£44925

2 Series Gran Coupe - 4526x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220 M Sport	53.3	7.9	120	27	£36160
1.5T (218) auto 223 xDrive M Sport	47.9	6.4	133	26	£39340
2.0T (300) auto xDrive M235	37.7	4.9	170	36	£45945

3 Series - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	43.5	7.4	147	29	£41310
2.0T (184) auto 320i M Sport	42.8	7.4	148	29	£42560
3.0T (374) auto M340i xDrive	36.2	4.4	177	38	£62080
3.0TT (530) at M3 Comp xDrive	28.0	3.5	227	41	£89635
2.0T PHEV (292) auto 330e Sport	353.1	5.9	19	34	£47185
2.0T PHEV (292) at 330e M Sport	353.1	5.9	19	34	£48435

3 Series Touring - 4713x1827mm
Euro NCAP: ★★★★★ **Driver Power:** 24th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 320i Sport	41.5	7.6	153	29	£43930
2.0T (184) auto 320i M Sport	41.5	7.6	153	29	£45180
3.0T (374) auto M340i xDrive	34.9	4.6	182	38	£63880
3.0TT (530) at M3 Comp xDrive	27.4	3.6	233	41	£91865
3.0TT (551) auto M3 CS	26.9	3.5	238	47	£126275
2.0T PHEV (292) auto 330e Sport	313.9	6.0	20	34	£48985
2.0T PHEV (292) at 330e M Sport	313.9	6.0	20	34	£50235

4 Series Gran Coupe - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) at 420i M Sport	42.2	7.9	152	29	£46915
3.0T (374) auto M440i xDrive	34.4	4.7	186	38	£63780

i4 - 4783x1852mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70.2kWh (286) at eDrive35 Sport	319	6.0	0	38	£51370
70.2kWh (286) at eDriv35 M Sport	310	6.0	0	38	£52870
80.7kWh (340) at eDrive40 Sport	380	5.6	0	35	£59465
80.7kWh (340) at eDriv40 M Sport	370	5.6	0	36	£60965
80.7kWh (601) auto M60 xDrive	338	3.7	0	43	£71000

5 Series - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	48.7	7.5	131	35	£52285
2.0T (299) auto 530e M Sport	470.8	6.3	14	39	£59655
3.0T (489) at 550e xDrive M Sport	353.1	4.3	20	44	£76805
4.4 V8TT (727) auto M5 xDrive	201.8	3.5	32	47	£111605

M Sport Pro: add £3000 to M Sport

5 Series Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** 26th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 520i M Sport	46.3	7.8	139	35	£54535
2.0T (299) auto 530e M Sport	403.5	6.4	16	39	£61905
3.0T (489) at 550e xDrive M Sport	313.9	4.4	19	44	£79055
4.4 V8TT (727) auto M5 xDrive	166.2	3.5	39	47	£113605

M Sport Pro: add £3000 to M Sport

i5 - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	356	6.0	0	43	£67795
83.9kWh (340) at eDriv40 M Sport	357	6.0	0	43	£74205
83.9kWh (601) auto M60 xDrive	315	3.8	0	49	£97845

M Sport Pro: add £4000 to M Sport

i5 Touring - 5060x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83.9kWh (340) at eDriv40 Spt Ed	342	6.1	0	43	£70045
83.9kWh (340) at eDriv40 M Sport	344	6.1	0	43	£76455
83.9kWh (601) auto M60 xDrive	310	3.9	0	50	£100095

M Sport Pro: add £4000 to M Sport

7 Series - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at 750e xD Excell	282.5	4.8	22	50	£105710
3.0T PHEV (489) at 750e xD M Spt	282.5	4.8	22	50	£110210
3.0T PHEV (571) at M760e xDrive	256.8	4.3	158	50	£121285

i7 - 5391x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
106kWh (455) at eDriv50 Ex'lence	379	5.5	0	50	£101865
106kWh (455) at eDriv50 M Sport	379	5.5	0	50	£106365
106kWh (544) at xDriv60 Ex'lence	387	4.7	0	50	£115835
106kWh (544) at xDriv60 M Sport	384	4.7	0	50	£120335
106kWh (660) auto M70 xDrive	348	3.7	0	50	£164420

Pro: add £20445 to Excellence, add £23195 to M Sport

8 Series Gran Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (333) auto 840i M Sport	33.2	5.4	194	44	£84620
4.4 V8TT (530) auto M850i xDrive	26.4	3.9	243	49	£117095
4.4 V8TT (625) at M8 Competition	24.8	3.2	261	50	£144930

2 Series Active Tourer - 4386x1824mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (170) auto 220i Sport	47.9	8.1	135	24	£35360
2.0T (218) auto 223i Sport	46.3	7.0	138	29	£38295
2.0T PHEV (245) at 225e xDrv Spt	313.9	6.7	21	27	£40270
2.0T PHEV (326) at 230e xDr M Sp	313.9	5.5	21	33	£46880

Luxury: add £865 to Sport
M Sport: add £3730 to Sport

X1 - 4500x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto sDrive20i Sport	47.9	8.3	134	25	£35410
1.5T (170) auto sDrive20i xLine	47.1	8.3	135	25	£37440
2.0T (218) auto xDrive23i xLine	42.8	7.1	148	31	£40585
2.0T (300) auto xDrive M35i	36.2	5.4	175	35	£49385
1.5T PHEV (245) at xDriv25e Sport	403.5	7.1	15	29	£42670
1.5T PHEV (245) at xDriv25e xLine	403.5	7.1	16	30	£44670
1.5T PHEV (326) at xDriv30e xLine	353.1	5.6	17	33	£46940
2.0 (150) auto sDrive18d Sport	57.6	8.9	129	24	£36620
2.0 (150) auto sDrive18d xLine	56.5	8.9	131	24	£38650
2.0 (211) auto xDrive23d xLine	57.6	7.4	128	30	£42190
65kWh (204) at iX1 eDr20 Sport	293	8.6	0	29	£46205
65kWh (204) at iX1 eDr20 xLine	288	8.6	0	29	£48205
65kWh (306) at iX1 xDr30 xLine	270	5.6	0	37	£54125

M Sport: add £2750 to xLine

X2 - 4554x1845mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto xDrive20i M Sport	48.7	8.3	131	25	£41680
2.0T (300) auto M35i	36.7	5.4	174	34	£50785
65kWh (204) at iX2 eDr20 M Sport	283	8.6	0	31	£51615
65kWh (306) at iX2 xDr30 M Sport	267	5.6	0	38	£57445

X3 - 4755x1920mm
Euro NCAP: ★★★★★ **Driver Power:** 39th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (208) auto 20 xDrive xLine	40.9	7.8	156	32	£48375
2.0T PHEV (299) at 30e xDrive xLine	282.5	6.2	22	38	£57245
3.0T (398) auto M50 xDrive	36.7	4.6	175	42	£66980
2.0 (190) auto 20d xDrive xLine	48.7	7.7	153	33	£49785

M Sport: add £1800 to xLine

iX3 - 4782x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
113kWh (469) auto xDrive50	493	4.9	0	N/A	£58755
113kWh (469) at xDrive50 M Sport	492	4.9	0	N/A	£61255

M Sport Pro: add £1500 to M Sport

X4 - 4752x1918mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (360) auto xDrive M40i	31.4	4.9	205	43	£68330
3.0TT (510) at X4 M Competition	25.0	3.8	258	46	£95565
2.0 (190) auto xDrive20d M Sport	47.9	7.9	153	32	£54035
3.0 (286) auto xDrive30d M Sport	46.3	5.7	159	41	£60415
3.0 (340) auto M40d	41.5	4.9	179	45	£67820

X5 - 4922x2004mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (489) at xDriv50e M Spt	235.4	4.8	27	48	£82055
4.4 V8TT (530) auto M60i xDrive	24.4	4.3	262	50	£94390
4.4 V8TT (625) at X5 M Comp	21.1	3.8	304	50	£128845
3.0 (298) auto xDrive30d xLine	39.8	6.1	186	45	£70685
3.0 (352) auto xDrive40d M Sport	37.7	5.5	196	48	£78890

M Sport: add £4055 to xLine

X6 - 4935x2004mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) auto xDrive40i M Sport	32.8	5.4	195	50	£78750
4.4 V8TT (530) auto M60i xDrive	25.2	4.3	257	50	£93170
4.4 V8TT (625) at X6 M Comp	21.4	3.8	300	50	£131545
3.0 (286) auto xDrive30d M Sport	39.8	6.1	187	50	£76925
3.0 (352) auto xDrive40d M Sport	38.7	5.5	191	50	£81640

iX - 4953x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100.6kWh (408) at xDrive45 Sport	374	5.1	0	47	£75315
100.6kWh (408) at xDrive45 M Sport	367	5.1	0	47	£78315
111.5kWh (544) at xDrive60 M Sport	426	4.6	0	50	£93115
111.5kWh (659) auto xDrive M70	365	3.8	0	50	£114215

X7 - 5151x2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (381) at xDrive40i Excellence	29.4	5.8	217	50	£92160
4.4 V8TT (530) auto M60i xDrive	23.2	4.7	276	50	£116910
3.0 (352) at xDrive40d Excellence	36.2	5.9	205	50	£93245

M Sport: add £3000 to Excellence

XM - 5110x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T PHEV (476) auto XM 50e	201.8	4.3	33	50	£110840
4.4 V8TT PHEV (653) auto XM	176.6	4.3	39	50	£150380
4.4 V8TT PHEV (748) auto Label	166.2	3.8	44	50	£174440

2 Series Coupe - 4537x1838mm
Euro NCAP: ★★★★★ **Driver Power:** 10th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 220i M Sport	44.1	7.5	146	28	£39070
2.0T (245) auto 230i M Sport	42.8	5.9	151	33	£43405
3.0TT (374) auto M240i xDrive	34.9	4.3	185	37	£50060
3.0TT (480) M2	28.2	4.2	227	42	£68795
3.0TT (480) auto M2	29.1	4.0	219	42	£68795
3.0TT (530) auto M2 CS	28.2	3.8	226	45	£92475

4 Series Coupe - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	44.8	7.5	144	30	£45195
3.0TT (374) auto M440i xDrive	36.2	4.5	177	40	£62880
3.0TT (530) auto M4 Comp xDrive	28.0	3.5	228	44	£91650
3.0TT (551) auto M4 CS xDrive	27.7	3.4	232	47	£122685

4 Series Convertible - 4640x1825mm
Euro NCAP: N/A **Driver Power:** 7th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (184) auto 420i M Sport	41.5	8.2	155	33	£52690
3.0TT (374) auto M440i xDrive	34.4	4.9	184	43	£69555
3.0TT (530) auto M4 Comp xDrive	27.4	3.7	232	46	£95655

8 Series Coupe - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	33.6	5.2	191	45	£87030
4.4 V8TT (530) auto M850i xDrive	26.6	3.9	242	50	£120135
4.4 V8TT (625) at M8 Competition	25.0	3.2	259	50	£145450

8 Series Convertible - 4843x1902mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (333) auto 840i M Sport	32.8	5.5	195	48	£94030
4.4 V8TT (530) auto M850i xDrive	26.2	4.1	247	50	£127315
4.4 V8TT (625) at M8 Competition	24.6	3.3	263	50	£152450

Z4 - 4324x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (197) auto sDrive20i M Sport	39.8	6.6	161	30	£46510
3.0TT (340) M40i	32.5	4.6	197	38	£65710
3.0TT (340) auto M40i	35.3	4.5	180	38	£59275

BYD

Dealers: 4 **Warranty:** 6 yrs/150000 mls

Dolphin Surf - 3990x1720mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
30kWh (88) auto Active	137	11.1	0	14	£18650
43.2kWh (88) auto Boost	200	12.1	0	14	£21950
43.2kWh (156) auto Comfort	193	9.1	0	19	£23950

Dolphin - 4290x1770mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.4kWh (204) auto Comfort	265	7.0	0	30	£30195
60.4kWh (204) auto Design	265	7.0	0	30	£31695

Atto 2 - 4310x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.1kWh (177) auto Boost	214	7.9	0	30	£30850
64.8kWh (203) auto Comfort	267	7.9	0	32	£34950

Atto 3 - 4455x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60.5kWh (204) auto Comfort	260	7.3	0	40	£37695
60.5kWh (204) auto Design	260	7.3	0	41	£39695

Seal - 4800x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
83kWh (312) auto Design	354	5.9	0	48	£45695
83kWh (530) auto Excellence AWD	323	3.8	0	50	£48695

Seal U - 4775x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 DM-i (218) auto Boost	313.9	8.9	21	32	£33205
1.5 DM-i (218) auto Comfort	706.8	8.9	9	32	£35205
1.5 DM-i (324) auto Design AWD	235.4	5.9	26	40	£39905

Sealion 7 - 4830x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82.5kWh (313) auto Comfort	300	6.7	0	N/A	£44990
82.5kWh (530) auto Design AWD	283	4.5	0	N/A	£49290
91.3kWh (530) auto Excellence AWD	312	4.5	0	N/A	£57290

CADILLAC

Dealers: 1 **Warranty:** 4 yrs/60000 mls

Lyriq - 5005x1977mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (528) auto 600E4 Luxury	329	5.3	0	N/A	£75000
102kWh (528) auto 600E4 Sport	329	5.3	0	N/A	£75000

CATERHAM

Dealers: 5 **Warranty:** N/A

Seven - 3100-3350x1470-1685mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
0.7T (84) 170	N/A	6.9	109	N/A	£29490
0.7T (84) Super Seven 600	N/A	6.9	109	N/A	£30490
2.0 (180) 360	N/A	4.8	N/A	N/A	£38490
2.0 (180) Super Seven 2000	N/A	4.8	N/A	N/A	£40990
2.0 (210) 420	N/A	3.8	N/A	N/A	£41990
2.0 (210) 420 Cup	N/A	3.8	N/A	N/A	£56490
2.0 S/C (310) 620	N/A	2.8	N/A	N/A	£58490

Large chassis: add £2750
factory build: add £2595 (included on 420 Cup/620)

CHERY

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Tiggo 7 - 4553x1862mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	40.4	9.4	159	31	£23660
1.6T (147) auto Summit	40.4	9.4	159	31	£26660
1.5T PHEV (204) auto Aspire	343.0	8.5	23	35	£29830
1.5T PHEV (204) auto Summit	343.0	8.5	23	36	£32830

Tiggo 8 - 4725x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Aspire	36.2	9.8	177	30	£25940
1.6T (147) auto Summit	36.2	9.8	177	31	£29180
1.5T PHEV (204) auto Aspire	211.0	8.5	31	35	£32660
1.5T PHEV (204) auto Summit	211.0	8.5	31	36	£36380

CHEVROLET

Dealers: 1 **Warranty:** 3 yrs/60000 mls

Corvette - 4634x1934mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£93730
6.2 V8 (482) auto Stingray	23.3	3.5	277	50	£96680
5.5 V8TT (646) auto Z06	17.1	3.1	377	50	£176991

Convertible: add £5000

CITROEN

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Ami - 2410x1390mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.5kWh (6kW) auto Ami	46	N/A	0	N/A	£7695
5.5kWh (6kW) at My Ami Cargo	46	N/A	0	N/A	£7954
5.5kWh (6kW) at My Ami Colour	46	N/A	0	N/A	£8095
5.5kWh (6kW) auto My Ami Peps	46	N/A	0	N/A	£8595

C3/e-C3 - 4015x1813mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Plus	52.0	10.6	127	24	£18805
1.2 Hybrid (110) auto Plus	56.5	9.8	114	24	£20615
1.2 Hybrid (110) auto Max	56.5	9.8	114	24	£22315
44kWh (113) auto Plus	201	10.4	0	24	£22095
44kWh (113) auto Max	201	10.4	0	24	£23795

C4/e-C4 - 4360x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (130) auto Plus	50.7	9.4	134	19	£24250
1.2 PureTech (130) auto Max	50.7	9.4	135	19	£26140
1.2 Hybrid (110) auto You!	62.1	10.7	107	16	£23095
1.2 Hybrid (145) auto Plus	62.1	8.0	107	23	£25535
1.2 Hybrid (145) auto Max	62.1	8.0	107	23	£27425
50kWh (136) auto You!	219	10.0	0	21	£27650
50kWh (136) auto Plus	219	10.0	0	22	£28650
54kWh (156) auto Max	257	9.2	0	23	£31440

C4 X/e-C4 X - 4600x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Plus	62.1	8.0	106	24	£25535
1.2 Hybrid (136) auto Max	62.1	8.0	107	24	£27425
50kWh (136) auto Plus	222	10.0	0	23	£28715
54kWh (156) auto Max	263	9.3	0	23	£31505

E-Series: add £1160 to e-C4 Max

Berlingo - 4403-4753x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (110) Plus M	44.7	11.2	154	12	£23355
1.5 BlueHDi (130) auto Plus M	51.9	11.7	152	15	£27055
1.5 BlueHDi (130) auto Max M	51.9	11.7	153	15	£29570
52kWh (136) auto Plus M	212	9.9	0	20	£31240
52kWh (136) auto Max M	211	9.9	0	21	£33755
52kWh (136) auto Plus XL	206	9.9	0	21	£32140

SpaceTourer - 4980-5330x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 BlueHDi (180) at Holidays Max M	29.8	10.6	208	N/A	£55395
50kWh (136) auto You! M	136	13.1	0	30	£38150
50kWh (136) auto You! XL	134	13.1	0	31	£39050
75kWh (136) auto You! M	214	13.1	0	31	£43550
75kWh (136) auto You! XL	214	13.1	0	32	£44450

Max: add £10840 to 75kWh

C3/e-C3 Aircross - 4395x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Plus	50.2	10.6	136	N/A	£21105
1.2 Hybrid (136) auto Plus	57.4	10.1	121	N/A	£24565
1.2 Hybrid (136) auto Max	57.4	10.1	121	N/A	£26565
44kWh (113) auto Plus	188	12.9	0	N/A	£23095
44kWh (113) auto Max	188	12.9	0	N/A	£25095

NEW CAR PRICES

Seven seats: add £765 to 1.2

C5/e-C5 Aircross - 4652x1936mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto You!	43.6	11.2	122	N/A	£30495
1.2 Hybrid (145) auto Plus	43.6	11.2	122	N/A	£33135
1.2 Hybrid (145) auto Max	43.6	11.2	123	N/A	£35775
79.9kWh (210) auto You!	322	8.9	0	N/A	£37630
79.9kWh (210) auto Plus	322	8.9	0	N/A	£27780
79.9kWh (210) auto Max	322	8.9	0	N/A	£32420

CUPRA

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Leon - 4398x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	48.7	8.9	132	20	£31090
1.5 TSI (150) V2	47.1	8.9	137	21	£33405
1.5 eTSI (150) auto V1	51.4	8.7	124	21	£32965
1.5 eTSI (150) auto V2	49.6	8.7	129	21	£35265
1.5 TSI e-Hybrid (204) auto V1	706.2	7.7	9	26	£38940
1.5 TSI e-Hybrid (204) auto V2	706.2	7.7	9	26	£41240
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.1	9	28	£42075
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.1	9	29	£44530
1.5 TSI e-Hybrid (272) at VZ First Ed	706.2	7.1	10	29	£45850
2.0 TSI (300) auto VZ1	36.7	5.7	173	30	£41465
2.0 TSI (300) auto VZ2	37.2	5.7	174	31	£43920

V3: add £1650 to 1.5 TSI V2, add £1995 to eTSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Leon Estate - 4657x1799mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	47.9	9.2	134	20	£33370
1.5 TSI (150) V2	46.3	9.2	139	20	£35915
1.5 eTSI (150) auto V1	51.4	9.0	126	21	£35245
1.5 eTSI (150) auto V2	49.6	9.0	130	21	£37775
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£44400
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.3	10	29	£46855
1.5 TSI e-Hybrid (272) at VZ First Ed	565.0	7.3	11	30	£48270
2.0 TSI (333) auto 4Drive VZ1	34.0	4.8	188	34	£45190
2.0 TSI (333) auto 4Drive VZ2	34.0	4.8	188	33	£47645

V3: add £1650 to 1.5 TSI V2, add £1935 to e-Hybrid V2 **VZ3:** add £3330 to VZ2

Born - 4322x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
59kWh (230) auto V1	262	6.6	0	26	£35495
59kWh (230) auto V2	262	6.6	0	27	£37265
77kWh (230) auto V3	341	7.0	0	28	£41795
79kWh (326) auto VZ	366	5.6	0	34	£44625

V3: add £1750 to 58kWh V2

Ateca - 4394x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto V1	42.2	9.3	153	17	£36700
2.0 TSI (190) auto 4Drive V1	35.8	7.2	180	24	£40500
2.0 TSI (300) auto 4Drive VZ1	31.4	4.9	205	30	£44705
2.0 TSI (300) auto 4Drive VZ2	31.4	4.9	205	31	£47405
2.0 TSI (300) auto 4Drive VZ3	31.4	4.9	205	32	£50345

V2: add £1785 to V1
VZN: add £2000 to VZ3

Formentor - 4451x1839mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) V1	45.6	9.0	140	21	£33450
1.5 TSI (150) V2	44.8	9.0	143	21	£35840
1.5 eTSI (150) auto V1	47.9	9.0	133	21	£35745
1.5 eTSI (150) auto V2	47.1	9.0	136	22	£37750
1.5 TSI e-Hybrid (204) auto V1	706.2	7.9	9	26	£41510
1.5 TSI e-Hybrid (204) auto V2	706.2	7.9	10	26	£43785
1.5 TSI e-Hybrid (272) auto VZ1	706.2	7.2	10	29	£44845
1.5 TSI e-Hybrid (272) auto VZ2	706.2	7.2	10	29	£47605
2.0 TSI (333) auto 4Drive VZ1	32.5	4.8	198	34	£45685
2.0 TSI (333) auto 4Drive VZ2	32.1	4.8	199	35	£48445

V3: add £1995 to 1.5 TSI V2, add £2300 eTSI V2, add £2290 to e-Hybrid V2 **VZ3:** add £3160 to VZ2
VZN: add £4185 to VZ2

Terramar - 4519x1863mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto V1	46.3	9.3	140	21	£37605
1.5 eTSI (150) auto V2	46.0	9.3	140	22	£40175
1.5 TSI e-Hybrid (204) auto V1	651.3	8.3	10	27	£44055
1.5 TSI e-Hybrid (204) auto V2	641.7	8.3	11	28	£46625
1.5 TSI e-Hybrid (272) auto VZ1	661.1	7.3	10	30	£46865
1.5 TSI e-Hybrid (272) auto VZ2	586.8	7.3	11	31	£49515
2.0 TSI (204) auto 4Drive V1	37.4	7.1	172	28	£41255
2.0 TSI (204) auto 4Drive V2	37.2	7.1	173	29	£43825
2.0 TSI (265) auto 4Drive VZ1	33.6	5.9	191	32	£45095
2.0 TSI (265) auto 4Drive VZ2	33.3	5.9	193	33	£47745
2.0 TSI (265) at 4Drive Americas Cup	33.1	5.9	194	33	£50850

Tavascan - 4644x1861mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto V1	337	6.8	0	34	£47340
77kWh (286) auto V2	337	6.8	0	36	£53835
77kWh (340) auto 4Drive VZ1	318	5.5	0	38	£55935
77kWh (340) auto 4Drive VZ2	299	5.5	0	39	£60835

DACIA

Dealers: 127 **Warranty:** 3 yrs/60000 mls

Sandero - 4088x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	53.3	12.2	119	12	£14715
1.0 TCe (90) Expression	53.3	12.2	119	14	£15715
1.0 TCe (90) Journey	53.3	12.2	119	14	£16715
1.0 TCe (90) auto Journey	49.6	13.4	129	12	£18215
1.0 TCe Bi-Fuel (100) Essential	52.3	12.2	106	8	£14725
1.0 TCe Bi-Fuel (100) Expression	52.4	12.2	106	8	£15725
1.0 TCe Bi-Fuel (100) Journey	52.4	12.2	106	8	£16725

Sandero Stepway - 4099x1848mm
Euro NCAP: ★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Essential	50.4	12.0	127	10	£16015
1.0 TCe (90) Expression	50.4	12.0	127	10	£17015
1.0 TCe (90) auto Extreme	45.6	14.2	140	10	£19915
1.0 TCe Bi-Fuel (100) Essential	48.7	11.9	115	10	£16075
1.0 TCe Bi-Fuel (100) Expression	48.7	11.9	115	11	£17075
1.0 TCe (110) Extreme	51.4	10.0	125	17	£18645

Extreme: add £1350 to Expression

Jogger - 4547x1848mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (110) Essential	47.9	11.2	132	13	£18970
1.0 TCe (110) Expression	48.7	11.2	132	13	£20270
1.0 TCe (110) Extreme	48.7	11.2	132	13	£21120
1.6 TCe Hyb (140) at Expression	58.9	10.0	108	15	£23305
1.6 TCe Hyb (140) at Extreme	57.6	10.0	109	15	£24305

Spring - 3701x1583mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
27kWh (45) auto Expression	140	19.1	0	24	£14995
27kWh (65) auto Expression	140	13.7	0	25	£15995
27kWh (65) auto Extreme	140	13.7	0	25	£16995

Duster - 4343x1813mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe Bi-Fuel (100) Essential 4x2	43.5	14.1	126	17	£19380
1.2 TCe (130) Expression 4x2	51.3	9.9	124	24	£21820
1.2 TCe (130) Expression 4x4	46.3	11.0	135	24	£24070
1.6 Hybrid (140) at Expression 4x2	55.3	10.1	114	24	£24830

Journey: add £1700 to Expression
Extreme: add £2500 to Expression

Bigster - 4570x1812mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 TCe (140) Expression	50.0	9.8	122	27	£25215
1.2 TCe (130) Expression 4x4	46.0	11.2	134	26	£27465
1.8 Hybrid (155) auto Expression	58.0	9.7	105	28	£28190

Journey: add £1250 to Expression (not TCe 130) **Extreme:** add £1500 to Expression

DS

Dealers: 196 **Warranty:** 3 yrs/60000 mls

DS 3 - 4118x1791mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	62.1	9.2	112	21	£32580
1.2 Hybrid (136) auto Pallas 55	62.1	9.2	112	21	£33380
1.2 Hybrid (136) auto Etoile	62.1	9.2	112	21	£34520
54kWh (155) auto E-Tense Pallas	248	9.0	0	29	£39210
54kWh (155) auto E-Tense Etoile	245	9.0	0	31	£41150

DS 4 - 4400x1830mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (136) auto Pallas	54.3	10.4	117	19	£34630
1.2 Hybrid (136) auto Pallas 55	54.3	10.4	117	20	£35730
1.2 Hybrid (136) auto Etoile	54.3	10.4	117	20	£37430
1.6 Hybrid E-Tense (225) at Pallas	323.3	7.7	33	28	£40680
1.6 Hybrid E-Tense (225) at Etoile	323.3	7.7	33	30	£43480
1.5 BlueHDi (130) auto Pallas	56.5	10.9	137	20	£35720
1.5 BlueHDi (130) auto Etoile	56.5	10.9	137	21	£38070

DS 9 - 4934x1932mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hybrid E-Tense (250) at Rivoli+	353.1	8.1	22	41	£56310
1.6 Hybrid E-Tense (250) at Opera	353.1	8.1	23	42	£64910

DS 7 Crossback - 4593x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 Hyb E-Tense (225) auto Etoile	220.9	8.9	33	35	£52380
1.5 BlueHDi (130) auto Pallas	53.3	10.7	146	27	£40580
1.5 BlueHDi (130) auto Etoile	53.3	10.7	146	28	£44600

No. 8 - 4820x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
74kWh (230) auto Pallas	364	7.7	0	N/A	£50790
74kWh (230) auto Etoile	364	7.7	0	N/A	£54790
97.2kWh (245) at Pallas Long Range	471	7.8	0	N/A	£54690
97.2kWh (245) at Etoile Long Range	471	7.8	0	N/A	£59290
97.2kWh (350) at Etoile AWD Long	431	5.4	0	N/A	£63290

FERRARI

Dealers: 14 **Warranty:** 4 yrs/unlimited mls

Purosangue - 4973x2028mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (725) auto Purosangue	19.0	3.3	337	50	£313501

Roma - 4656x1974mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.9 V8TT (620) auto Roma	29.1	3.4	220	50	£183200
3.9 V8TT (620) auto Spider	29.7	3.4	217	50	£210838

296 - 4565x1958mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT Hybrid (830) auto 296 GTB	32.1	2.9	198	50	£256535
3.0 V6TT Hybrid (830) auto 296 GTS	31.4	2.9	205	50	£279343

12Cilindri - 4733x2176mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (830) auto 12Cilindri	N/A	2.9	N/A	50	£336500
6.5 V12 (830) auto 12Cilindri Spider	N/A	3.0	N/A	50	£366500

SF90 Stradale - 4710-4850x1972-2000mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (1000) auto SF90 Stradale	29.7	2.5	217	50	£379225
4.0 V8TT (1000) auto SF90 Spider	25.9	2.5	248	50	£418274
4.0 V8TT (1030) at SF90XX Stradale	39.2	2.3	167	50	£676694
4.0 V8TT (1030) auto SF90XX Spider	39.2	2.3	167	50	£747197

FIAT

Dealers: 96 **Warranty:** 3 yrs/60000 mls

Grande Panda - 3999x1763mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 Hybrid (100) Icon	52.3	10.0	118	N/A	£18710
1.2 Hybrid (100) La Prima	52.3	10.0	119	N/A	£20710
44kWh (113) auto (Red)	199	11.0	0	N/A	£20920
44kWh (113) auto La Prima	199	11.0	0	N/A	£23920

500 - 3632x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
24kWh (95) auto	118	9.5	0	16	£24975
24kWh (95) auto (Red)	118	9.5	0	16	£24975
42kWh (118) auto	202	9.0	0	17	£27975
42kWh (118) auto (Red)	202	9.0	0	17	£27975
42kWh (118) auto La Prima	196	9.0	0	18	£30975
42kWh (118) auto Armani Edition	192	9.0	0	18	£33975

500C: add £6000

600 - 4171x1781mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto	58.9	10.9	109	N/A	£24555
1.2 Hybrid (100) auto La Prima	57.6	10.9	109	N/A	£27555
1.2 Hybrid (136) auto	58.9	8.5	109	N/A	£25555
1.2 Hybrid (136) auto La Prima	57.6	8.5	109	N/A	£28555
54kWh (154) auto (Red)	254	9.0	0	N/A	£29975
54kWh (154) auto La Prima	252	9.0	0	N/A	£32975

FORD

Dealers: 781 **Warranty:** 3 yrs/60000 mls

Focus - 4397x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.2	118	13	£28730
1.0T EcoBoost (125) ST-Line	54.3	10.2	119	13	£29560
1.0T EcoBoost (125) Active X	54.3	10.2	123	13	£31760
1.0T EcoBoost (155) auto Titanium	53.3	8.4	120	17	£30580
1.0T EcoBoost (155) auto ST-Line	53.3	8.4	120	17	£31410
1.0T EcoBoost (155) auto Active X	53.3	8.4	125	17	£33610

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Focus Estate - 4693x1825mm
Euro NCAP: ★★★★★ **Driver Power:** 46th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	54.3	10.4	120	13	£29890
1.0T EcoBoost (125) ST-Line	54.3	10.4	124	13	£30720
1.0T EcoBoost (125) Active X	54.3	10.4	125	13	£32920
1.0T EcoBoost (155) auto Titanium	53.3	8.6	121	17	£31740
1.0T EcoBoost (155) auto ST-Line	53.3	8.6	124	17	£32570
1.0T EcoBoost (155) auto Active X	53.3	8.6	127	17	£34770

Titanium X: add £2200 to Titanium
ST-Line X: add £2200 to ST-Line

Tourneo Courier - 4337x1791mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 EcoBoost (125) Titanium	42.2	N/A	152	10	£25900
1.0 EcoBoost (125) Active	42.2	N/A	152	11	£27220
1.0 EcoBoost (125) auto Titanium	39.2	N/A	164	13	£27100
1.0 EcoBoost (125) auto Active	39.2	N/A	164	13	£28420

Tourneo Connect - 4515-4868x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 EcoBoost (115) auto Titanium	41.8	N/A	153	11	£33820
1.5 EcoBoost (115) auto Grand Titan	40.7	N/A	158	11	£34260
1.5 PHEV (150) auto Titanium	589.6	N/A	10	N/A	£37040
1.5 PHEV (150) auto Active	592.0	N/A	10	N/A	£38240
1.5 PHEV (150) auto Grand Titanium	549.0	N/A	11	N/A	£38840
1.5 PHEV (150) auto Grand Active	551.2	N/A	11	N/A	£39360
2.0 EcoBlue (122) auto Titanium	50.4	N/A	147	13	£35510
2.0 EcoBlue (122) auto Grand Titan	49.2	N/A	150	13	£36710
2.0 EcoBlue (122) auto Active	50.5	N/A	146	13	£37310
2.0 EcoBlue (122) auto Grand Active	49.2	N/A	150	13	£38510

Tourneo Custom - 5050-5450x2032mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (232) Zetec	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Titanium	157.0	N/A	41	N/A	£57253
2.5 PHEV (232) Active	149.0	N/A	43	N/A	£62533
2.5 PHEV (232) Titanium X	149.0	N/A	43	N/A	£64213
2.0 EcoBlue (136) Zetec	38.2	N/A	194	N/A	£54763
2.0 EcoBlue (136) Titanium	37.7	N/A	195	N/A	£57163
2.0 EcoBlue (136) auto Zetec	34.9	N/A	211	N/A	£57403
2.0 EcoBlue (136) auto Titanium	34.9	N/A	212	N/A	£59803
2.0 EcoBlue (150) Titanium	37.7	N/A	195	N/A	£57667
2.0 EcoBlue (150) Active	37.7	N/A	196	N/A	£60547
2.0 EcoBlue (150) Titanium X	37.7	N/A	197	N/A	£62227
2.0 EcoBlue (170) auto Titanium	34.9	N/A	212	N/A	£61027
2.0 EcoBlue (170) auto Active	34.9	N/A	213	N/A	£63907
2.0 EcoBlue (170) auto Titanium X	34.9	N/A	214	N/A	£65587
65kWh (218) auto Zetec	186	N/A	0	N/A	£60877
65kWh (218) auto Titanium	185	N/A	0	N/A	£60877
65kWh (218) auto Titanium	183	N/A	0	N/A	£66157
65kWh (218) auto Titanium	183	N/A	0	N/A	£67837

Luxe: add £2400 to Titanium, add £1200 to Titanium X, **LWB:** add £840

Puma - 4186x1805mm
Euro NCAP: ★★★★ **Driver Power:** 47th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0T EcoBoost (125) Titanium	52.3	9.8	122	12	£26580
1.0T EcoBoost (125) ST-Line	52.3	9.8	122	12	£27480
1.0T E'Boost (125) auto Titanium	49.6	9.6	130	12	£28380
1.0T E'Boost (125) auto ST-Line	49.6	9.6	130	13	£29280
1.0T EcoBoost (155) auto ST-Line X	49.6	8.7	129	17	£31580
1.0T EcoBoost (170) auto ST	47.9	7.4	135	21	£33880
1.0T EcoBoost (170) at ST Handling	47.9	7.4	135	21	£34930
53kWh (168) auto Gen-E Select	233	8.0	0	18	£29995
53kWh (168) auto Gen-E Premium	226	8.0	0	19	£31995

ST-Line X: add £1550 to ST-Line

Explorer - 4468x1871mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	233	8.7	0	19	£39285
52kWh (170) auto Premium	221	8.7	0	20	£43985
77kWh (286) auto Select	374	6.4	0	28	£45885
77kWh (286) auto Premium	354	6.4	0	29	£49985
79kWh (340) auto Premium AWD	329	5.3	0	32	£53985

Capri - 4634x1872mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Style	242	8.7	0	20	£41485
52kWh (170) auto Premium	231	8.7	0	21	£46185
77kWh (286) auto Select	389	6.4	0	29	£48085
77kWh (286) auto Premium	369	6.4	0	30	£52185
79kWh (340) auto Premium AWD	346	5.3	0	33	£56185

Kuga - 4604x1882mm
Euro NCAP: N/A **Driver Power:** 4th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T EcoBoost (150) Titanium	44.1	9.5	145	16	£32365
1.5T EcoBoost (150) ST-Line	44.1	9.5	147	17	£37665
2.5 FHEV (180) auto ST-Line	52.3	9.1	123	19	£38795
2.5 FHEV (180) auto Active	52.3	9.1	125	19	£38965
2.5 FHEV (183) at ST-Line X AWD	48.7	8.3	136	23	£42645
2.5 FHEV (183) at Active AWD	48.7	8.3	133	23	£41145
2.5 PHEV (243) auto ST-Line	313.9	7.3	21	26	£40665
2.5 PHEV (243) auto Active	313.9	7.3	21	26	£41065

ST-Line X: add £2290 to ST-Line

Mustang Mach-E - 4713x1881mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (268) auto Select	292	6.9	0	33	£50840
91kWh (294) auto Premium	372	7.0	0	37	£59390
91kWh (370) auto AWD Premium	341	5.8	0	40	£65415
91kWh (487) auto AWD GT	320	4.4	0	40	£74550
91kWh (487) auto AWD GT Rally	316	4.4	0	40	£76800

Ranger - 5370-5381x2028mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.3 PHEV (281) auto Double Cab XLT	91.1	9.2	71	N/A	£48929
2.3 PHEV (281) auto DC Wildtrak	94.2	9.2	68	N/A	£55409
2.3 PHEV (281) auto DC Stormtrak	94.2	9.2	68	N/A	£61289
3.0 V6 E'Boost (292) auto DC Raptor	20.5	7.9	315	42	£62489
2.0 EcoBlue (170) Double Cab XL	33.2	10.5	222	39	£38489
2.0 EcoBlue (170) Double Cab XLT	33.2	10.5	221	39	£40109
2.0 EcoBlue (205) auto DC Tremor	27.4	10.5	270	41	£44189
2.0 EcoBlue (205) auto DC Wildtrak	32.1	10.5	230	42	£49949
2.0 EcoBlue (205) at DC Wildtrak X	27.4	10.5	271	42	£52349
2.0 EcoBlue (210) auto DC Raptor	26.6	10.4	278	41	£58889
3.0 V6 E'Blue (240) at DC Wildtrak	28.0	8.7	264	44	£56609
3.0 V6 E'Blue (240) at DC Platinum	28.0	8.7	266	45	£59069
3.0 V6 E'Blue (240) auto DC MS-RT	26.6	8.7	277	45	£62489

Mustang - 4810x1916mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 (446) GT Fastback	24.1	5.3	275	44	£58470
5.0 V8 (446) auto GT Fastback	23.9	4.9	278	45	£60470
5.0 V8 (446) GT Convertible	23.5	5.4	280	48	£61970
5.0 V8 (446) auto GT Convertible	24.4	5.0	282	48	£63970
5.0 V8 (453) Dark Horse	23.7	5.2	279	46	£70740
5.0 V8 (453) auto Dark Horse	23.3	4.4	282	46	£72740

GENESIS

Dealers: 103 **Warranty:** 5 yrs/125000 mls

Electrified G80 - 5005x1925mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87.2kWh (370) auto Luxury AWD	323	4.9	0	50	£76535

GV60 - 4515x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77.4kWh (229) auto Premium	321	7.8	0	41	£54855
77.4kWh (318) auto Sport AWD	292	6.3	0	45	£59315
77.4kWh (490) auto Sport Plus AWD	290	4.0	0	45	£68455

GV70 - 4715x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5T (304) auto Luxury AWD	283	4.2	0	N/A	£48955
2.5T (304) auto Premium AWD	283	4.2	0	N/A	£49045
2.5T (304) auto Sport AWD	283	4.2	0	N/A	£51095
2.2 (201) auto Luxury AWD	283	7.9	0	N/A	£52645
2.2 (201) auto Premium AWD	283	7.9	0	N/A	£49545
2.2 (201) auto Sport AWD	283	7.9	0	N/A	£52805

GWM

Dealers: 10 **Warranty:** 5 yrs/unlimited

Ora 03 - 4235x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
48kWh (171) auto Pure+	193	8.3	0	24	£31995
63kWh (171) auto Pro+	260	8.2	0	30	£34995

Haval Jolion Pro - 4470x1898mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eHEV (189) auto Premium	47.0	9.0	133	N/A	£23995
1.5 eHEV (189) auto Lux	47.0	9.0	133	N/A	£26995
1.5 eHEV (189) auto Ultra	47.0	9.0	133	N/A	£29995

Poer 300 - 5416x1947mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.4D (184) auto Lux	33.6	11.0	221	N/A	£37714
2.4D (184) auto Ultra	33.6	11.0	223	N/A	£41049
2.4D (184) auto Vanta	33.6	11.0	223	N/A	£43049

HONDA

Dealers: 196 **Warranty:** 3 yrs/60000 mls

Jazz - 4089x1694mm
Euro NCAP: ★★★★★ **Driver Power:** 14th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	62.8	9.6	102	21	£28060
1.5 i-MMD (107) auto Advance	62.8	9.6	102	22	£29280
1.5 i-MMD (107) auto Crosstar	58.9	9.6	102	22	£30355
1.5 i-MMD (107) at Advance Sport	61.4	9.6	102	22	£30555

Civic - 4551x1802mm
Euro NCAP: ★★★★★ **Driver Power:** 19th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	60.1	7.9	108	28	£35780
2.0 i-MMD (143) auto Sport	56.5	7.9	113	28	£37325
2.0 i-MMD (143) auto Advance	56.5	8.1	114	28	£40680
2.0T (329) Type R	34.4	5.4	189	43	£51905

HR-V - 4340x1866mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 i-MMD (107) auto Elegance	52.3	10.6	122	30	£32250
1.5 i-MMD (107) auto Advance	52.3	10.7	122	31	£34780
1.5 i-MMD (107) at Advance Style	52.3	10.7	122	31	£38030
1.5 i-MMD (107) at Adv Style Plus	52.3	10.7	122	31	£38825

e:Ny1 - 4387x1790mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
68.8kWh (204) auto Elegance	256	7.7	0	43	£40660
68.8kWh (204) auto Advance	256	7.7	0	43	£42890

ZR-V - 4568x1898mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (143) auto Elegance	49.6	7.8	130	35	£40780
2.0 i-MMD (143) auto Sport	48.7	7.9	131	35	£42445
2.0 i-MMD (143) auto Advance	48.7	8.0	132	35	£44330

CR-V - 4706x1942mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 i-MMD (148) auto Elegance	42.8	9.4	151	34	£47350
2.0 i-MMD (148) auto Advance	42.8	9.4	151	34	£50470
2.0 i-MMD (184) at Advance Tech	353.1	9.4	18	37	£49930

HYUNDAI

Dealers: 173 **Warranty:** 5 yrs/unlimited mls

i10 - 3670x1680mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPi (67) Advance	55.3	15.6	116	2	£16600
1.0 MPi (67) auto Advance	53.2	18.4	121	1	£17250
1.2 MPi (84) Advance	52.3	15.6	123	6	£17400
1.2 MPi (84) auto Advance	49.5	18.4	129	2	£18050
1.0 T-GDi (100) N Line	52.3	11.4	123	10	£19200

Premium: add £1300 to Advance

i20 - 4065x1775mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	52.3	10.4	123	13	£22100
1.0 T-GDi (100) Ultimate	52.3	10.4	123	14	£24750
1.0 T-GDi (100) auto Advance	52.3	11.4	122	12	£23350
1.0 T-GDi (100) auto Ultimate	52.3	11.4	124	15	£26000

Premium: add £1150 to Advance
N Line S: same price as Ultimate

i30 - 4340x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.6	130	15	£24755
1.5 T-GDi (140) N Line	42.8	9.6	150	15	£27390
1.5 T-GDi (140) auto Advance	50.4	9.7	127	15	£25955
1.5 T-GDi (140) auto N Line	44.8	9.7	143	15	£28590

Premium: add £3050 to Advance
N Line S: add £2020 to N Line

i30 Tourer - 4585x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (140) Advance	47.9	9.8	130	15	£25505
1.5 T-GDi (140) Premium	47.1	9.8	135	14	£28555
1.5 T-GDi (140) auto Advance	47.1	9.9	127	14	£26705
1.5 T-GDi (140) auto Premium	48.7	9.9	132	15	£29755

Ioniq 5 - 4655x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (170) auto Advance	273	8.5	0	33	£39910
84kWh (228) auto Advance	354	7.5	0	38	£43410
84kWh (228) auto N Line	320	5.3	0	38	£47410
84kWh (325) auto N Line AWD	307	5.3	0	41	£50910
84kWh (650) auto N AWD	278	3.4	0	49	£65010

Premium: add £5500 to Advance
N Line S: add £5000 to N Line

Ioniq 6 - 4855x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (228) auto Premium	338	7.4	0	36	£47050
77kWh (325) auto Premium AWD	322	5.1	0	41	£50550

Ultimate: add £3500 to Premium

Inster - 3825-3845x1610mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
42kWh (97) auto 01	203	11.7	0	21	£23805
49kWh (115) auto 01	229	10.6	0	23	£25055
49kWh (115) auto 02	223	10.6	0	23	£26755
49kWh (115) auto Cross	229	10.6	0	23	£29055

Bayon - 4180x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	51.4	11.3	125	16	£23125
1.0 T-GDi (100) Premium	51.4	11.3	126	16	£24525
1.0 T-GDi (100) auto Advance	51.4	12.4	124	15	£24375
1.0 T-GDi (100) auto Premium	51.4	12.4	125	15	£25775

Ultimate: add £1400 to Premium

Kona - 4350x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (100) Advance	47.9	13.3	131	14	£26735
1.0 T-GDi (100) N Line	47.1	13.3	134	14	£28535
1.6 T-GDi (138) Advance	45.6	10.2	140	21	£27685
1.6 T-GDi (138) N Line	42.2	10.2	147	21	£29485
1.6 T-GDi (138) auto Advance	45.6	10.2	141	21	£29235
1.6 T-GDi (138) auto N Line	43.5	10.2	145	22	£31035
1.6 Hybrid (129) auto Advance	60.1	12.0	106	20	£30890
1.6 Hybrid (129) auto N Line	60.1	12.0	106	20	£32690
65kWh (218) auto Advance	319	7.8	0	31	£35000
65kWh (218) auto N Line	282	7.8	0	31	£37000

N Line S: add £2400 to N Line, add £2700 to EV **Ultimate:** same price as N Line S

Tucson - 4510x1865mm
Euro NCAP: ★★★★★ **Driver Power:** 13th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (160) Advance	41.5	10.3	154	16	£33080
1.6 T-GDi (160) N Line	40.9	10.3	157	16	£35580
1.6 T-GDi (160) 48v auto Advance	44.8	9.4	142	17	£34260
1.6 T-GDi (160) 48v auto N Line	44.1	9.4	144	17	£36760
1.6 T-GDi (160) 48v at N Lin S 4WD	40.3	9.8	158	18	£42080
1.6 T-GDi Hybrid (215) at Advance	49.5	8.2	129	20	£36220
1.6 T-GDi Hybrid (215) at N Line	49.6	8.2	131	20	£38820
1.6 T-GDi Hyb (215) at N Lin S 4WD	42.8	8.5	149	21	£42910
1.6 T-GDi PHEV (252) at Advance	282.5	9.8	22	22	£39385
1.6 T-GDi PHEV (252) at N Line	256.8	9.8	24	23	£41885
1.6 T-GDi PHEV (252) at N Lin 4WD	217.3	8.2	29	23	£43485

Premium: same price as N Line
N Line S: add £2500 to N Line
Ultimate: same price as N Line S

Santa Fe - 4830x1900mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi Hybrid (215) at Prem 2WD	41.5	9.6	155	33	£47890
1.6 T-GDi Hybrid (215) at Ultim 2WD	40.4	9.6	158	33	£51390
1.6 T-GDi Hybrid (215) at Callig 2WD	40.4	9.6	159	33	£53890
1.6 T-GDi Hybrid (215) at Prem 4WD	38.7	9.8	165	34	£49945
1.6 T-GDi Hybrid (215) at Ultim 4WD	38.2	9.8	168	34	£53445
1.6 T-GDi Hybrid (215) at Callig 4WD	38.2	9.8	167	34	£55945
1.6 T-GDi PHV (253) at Prem 4WD	166.0	9.3	38	36	£51995
1.6 T-GDi PHV (253) at Ultim 4WD	166.0	9.3	38	36	£55245
1.6 T-GDi PHV (253) at Callig 4WD	166.0	9.3	38	36	£57745

Six seats: add £1000 to Calligraphy

Ioniq 9 - 5060x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
110kWh (218) auto Premium 4WD	385	9.7	0	42	£64995
110kWh (307) auto Ultimate 4WD	376	6.7	0	47	£73495
110kWh (307) at Calligraphy 4WD	376	6.7	0	47	£75795
110kWh (427) at Calligraphy 4WD	372	5.2	0	48	£77595

Six seats: add £1000 to 427 Calligraphy

INEOS

Dealers: TBC **Warranty:** 5 yrs/TBC mls

Grenadier - 4895x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.8	328	50	£65025
3.0T (286) auto Station Wagon	19.6	8.8	325	50	£71385
3.0D (249) auto Utility Wagon	25.9	8.8	286	50	£65025
3.0D (249) auto Station Wagon	25.9	8.8	286	50	£71385

Fieldmaster/Trialmaster Editions: add £7500

Quartermaster - 5440x1930mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (286) auto Utility Wagon	19.6	8.6	327	50	£66240
3.0D (249) auto Utility Wagon	25.2	9.9	294	50	£66240

Fieldmaster/Trialmaster Editions: add £7500

ISUZU

Dealers: 103 **Warranty:** 5 yrs/125000 mls

D-Max - 5280x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.9D (164) Utility Double Cab	33.7	12.7	220	39	£38146
1.9D (164) DL20 Double Cab	32.5	12.7	220	39	£40306
1.9D (164) DL40 Double Cab	32.5	12.7	220	40	£44026
1.9D (164) V-Cross Double Cab	32.5	12.7	220	40	£45826
1.9D (164) auto DL20 Double Cab	31.8	13.0	241	40	£43480
1.9D (164) auto DL40 Double Cab	31.4	13.0	241	40	£47200
1.9D (164) at V-Cross Double Cab	31.4	13.0	241	40	£49000
1.9D (164) at Arctic Trucks AT35 DC	32.5	12.7	241	40	£68326

JAECOO

Dealers: N/A **Warranty:** 7 yrs/100000 mls

Jaecoo 7 - 4500x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (147) auto Deluxe	37.7	10.3	169	21	£28700
1.6T (147) auto Luxury AWD	35.3	11.8	182	22	£31700
1.5T PHEV (204) Luxury	403.0	6.1	23	31	£35000

JEEP

Dealers: 66 **Warranty:** 3 yrs/60000 mls

Avenger - 4084x1797mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T (100) Longitude	49.6	10.6	129	22	£25218
1.2T (100) Altitude	49.6	10.6	127	23	£27218
1.2T (100) Summit	49.6	10.6	129	23	£29219
1.2 E-Hybrid (100) auto Longitude	57.6	10.4	111	22	£26229
1.2 E-Hybrid (100) auto Altitude	57.6	10.4	111	23	£28229
1.2 E-Hybrid (100) auto Summit	57.6	10.4	111	23	£30229
1.2 Hybrid (136) auto Upland 4xe	51.4	9.5	124	27	£31219
1.2 Hybrid (136) auto Overland 4xe	51.4	9.5	124	27	£33219
1.2 Hybrid (136) at North Face 4xe	51.4	9.5	124	28	£35219
54kWh (156) auto e-Longitude	249	9.6	0	24	£29999
54kWh (156) auto e-Altitude	249	9.6	0	24	£31999
54kWh (156) auto e-Summit	249	9.6	0	25	£33999

Renegade - 4236x1805mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) auto North Star	50.4	10.0	127	17	£32929
1.5T E-Hybrid (130) auto Summit	50.4	10.0	126	17	£33429
1.3T PHEV (240) at North Star 4xe	134.5	7.1	48	26	£39219

Compass - 4404x1874mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T E-Hybrid (130) North Star	50.4	10.0	127	26	£36835
1.5T E-Hybrid (130) Summit	51.4	10.0	124	27	£38335
1.3T PHEV (240) auto Summit 4xe	141.2	7.3	47	31	£44765

Wrangler - 4882x1894mm
Euro NCAP: ★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 GME (272) auto Sahara 4dr	25.4	7.6	250	41	£63465
2.0 GME (272) auto Rubicon 4dr	23.7	7.6	269	41	£65870

Grand Cherokee - 4914x1979mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T PHEV (381) auto Limited 4xe	108.7	6.3	60	48	£72414
2.0T PHV (381) at Summit Res 4xe	108.7	6.3	60	49	£85914

KGM MOTORS

Dealers: 63 **Warranty:** 5 yrs/100000 mls

Tivoli - 4225x1810mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K40	40.1	N/A	161	18	£23995
1.5 GDi-T (163) auto K40	36.9	N/A	175	18	£25749

Korando - 4450x1870mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) K35	36.9	10.8	175	18	£26995
1.5 GDi-T (163) auto K35	35.5	10.8	182	18	£27995

Torres - 4715x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K30	33.2	10.8	194	33	£36749
1.5 GDi-T (163) auto K40	33.2	10.8	194	33	£39749
1.5 GDi-T (163) auto K40 AWD	31.1	10.8	207	32	£41749
73.4kWh (207) auto K30 EVX	287	8.1	0	48	£36995
73.4kWh (207) auto K40 EVX	287	8.1	0	48	£39295

Actyon - 4740x1910mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 GDi-T (163) auto K50	33.1	N/A	194	25	£38649

Rexton - 4850x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) auto K30	32.9	10.7	225	36	£42495
2.2D (202) auto K40	32.9	10.7	225	37	£44235
2.2D (202) auto K50	32.6	10.7	227	38	£48710

Musso - 5095-5405x1950mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.2D (202) Rebel	34.0	N/A	220	48	£38358
2.2D (202) auto Rebel	32.0	N/A	236	50	£36246
2.2D (202) auto Saracen	32.0	N/A	236	50	£41718
2.2D (202) auto Saracen+ LWB	31.0	N/A	241	50	£43194

KIA

Dealers: 187 **Warranty:** 7 yrs/100000 mls

Picanto - 3605x1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DPi (62) 2	55.4	15.4	116	4	£16065
1.0 DPi (62) GT-Line	52.3	15.4	121	5	£17215
1.0 DPi (62) 3	55.4	15.4	121	5	£18015
1.0 DPi (62) auto 2	54.3	18.2	119	4	£16765
1.0 DPi (62) auto GT-Line	52.3	18.2	123	5	£17915
1.0 DPi (62) auto 3	54.3	18.2	122	5	£18715
1.2 DPi (77) GT-Line S	51.4	13.1	124	8	£18915
1.2 DPi (77) auto GT-Line S	49.6	16.5	127	5	£19615

EV4 - 4430x1860mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	273	7.5	0	N/A	£34695
81.4kWh (201) auto Air	388	7.7	0	N/A	£37695
81.4kWh (201) auto GT-Line	362	7.9	0	N/A	£39395
81.4kWh (201) auto GT-Line S	362	7.9	0	N/A	£43895

EV6 - 4695x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
84kWh (225) auto Air	361	7.7	0	34	£45585
84kWh (225) auto GT-Line	361	7.7	0	35	£48585
84kWh (320) auto AWD GT-Line	339	5.3	0	40	£52085
84kWh (641) auto AWD GT	279	3.5	0	46	£59985

GT-Line S: add £5100 to GT-Line, **heat pump:** add £1000 to GT-Line S

PV5 Passenger - 4695x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51.5kWh (120) auto Essential	179	12.8	0	N/A	£32995
51.5kWh (120) auto Plus	179	12.8	0	N/A	£TBC
71.2kWh (160) at Essential L. Range	249	10.7	0	N/A	£35995
71.2kWh (160) auto Plus Long Range	249	10.7	0	N/A	£38295

Stonic - 4140x1760mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 T-GDi (98) 2	51.4	11.3	125	9	£21485
1.0 T-GDi (98) GT-Line	48.7	11.3	132	10	£22540
1.0 T-GDi (98) 48v 3	50.4	11.3	127	10	£23990
1.0 T-GDi (98) auto 2	50.4	12.4	125	8	£22485
1.0 T-GDi (98) auto GT-Line	47.1	12.4	135	8	£23540
1.0 T-GDi (98) auto 48v 3	49.6	12.4	129	9	£24990

GT-Line S: add £1100 to GT-Line

XCeed - 4395x1826mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (138) 2	46.3	8.7	137	16	£24610
1.5 T-GDi (138) GT-Line	44.8	8.7	141	17	£26085
1.5 T-GDi (138) 3	44.8	8.7	141	17	£26585
1.5 T-GDi (138) auto GT-Line	44.8	8.9	142	17	£27185
1.5 T-GDi (138) auto 3	44.8	8.9	142	17	£27685
1.5 T-GDi (138) auto GT-Line S	44.8	8.9	142	17	£32185

Niro - 4420x1825mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 GDi Hybrid (139) auto 2	64.2	10.4	100	20	£30270
1.6 GDi Hybrid (139) auto 3	61.4	10.4	105	21	£32540
1.6 GDi Hybrid (139) auto 4	60.1	10.4	106	21	£35290
1.6 GDi PHEV (180) auto 2	353.1	9.6	18	23	£35435
1.6 GDi PHEV (180) auto 3	313.9	9.6	21	24	£37685
1.6 GDi PHEV (180) auto 4	282.5	9.6	22	24	£40435
65kWh (201) auto EV 2	285	7.8	0	28	£37335
65kWh (201) auto EV 3	285	7.8	0	29	£39585
65kWh (201) auto EV 4	285	7.8	0	29	£42335

Heat pump: add £900 to EV 4

EV3 - 4300x1850mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
58.3kWh (201) auto Air	267	7.5	0	34	£33005
81.4kWh (201) auto Air	372	7.7	0	36	£36005
81.4kWh (201) auto GT-Line	347	7.9	0	37	£39405
81.4kWh (201) auto GT-Line S	347	7.9	0	38	£43005

Heat pump: add £900 to GT-Line S

Sportage - 4540x1865mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6 T-GDi (147) Pure	TBC	TBC	160	N/A	£30885
1.6 T-GDi (147) GT-Line	TBC	TBC	160	N/A	£33385
1.6 T-GDi (147) auto GT-Line	TBC	TBC	155	N/A	£35085
1.6 T-GDi (147) auto GT-Line S	TBC	TBC	155	N/A	£40285
1.6 T-GDi HEV (235) auto Pure	TBC	TBC	124	N/A	£34425
1.6 T-GDi HEV (235) auto GT-Line	TBC	TBC	124	N/A	£36215
1.6 T-GDi HEV (235) auto GT Line S	TBC	TBC	124	N/A	£41470
1.6 T-GDi HEV (235) at GT Li S AWD	TBC	TBC	139	N/A	£41470

EV5 - 4610x1875mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81.4kWh (214) auto Air	329	8.4	0	N/A	£39295
81.4kWh (214) auto GT-Line	313	8.4	0	N/A	£42595
81.4kWh (214) auto GT-Line S	313	8.4	0	N/A	£47095

Heat pump: add £900 to GT-Line S

Sorento - 4815x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T HEV (212) auto AWD 2	42.2	9.7	153	25	£43685
1.6T HEV (212) auto AWD 3	40.4	9.7	158	26	£47885
1.6T HEV (212) auto AWD 4	39.8	9.7	160	27	£52385
1.6T PHEV (248) auto AWD 2	176.6	8.8	37	31	£47405
1.6T PHEV (248) auto AWD 3	176.6	8.8	37	33	£51605
1.6T PHEV (248) auto AWD 4	176.6	8.8	37	34	£56105
2.2 CRDi (190) auto AWD 2	43.5	9.7	170	30	£42675
2.2 CRDi (190) auto AWD 3	42.8	9.7	173	31	£47290
2.2 CRDi (190) auto AWD 4	42.8	9.7	174	32	£51790

EV9 - 5015x1980mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
99.8kWh (201) auto Air 7st	349	9.4	0	45	£65035
99.8kWh (378) at AWD GT-Line 7st	313	5.3	0	50	£73285
99.8kWh (378) at AWD GT-Li S 7st	313	5.3	0	50	£76035
99.8kWh (378) at AWD GT-Li S 6st	313	5.3	0	50	£77035
99.8kWh (502) auto AWD GT	280	4.6	0	50	£82185

LAMBORGHINI

Dealers: 7 **Warranty:** 3 yrs/unlimited mls

Urus - 5123x2022mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0T V8 PHEV (800) auto SE	N/A	3.4	N/A	50	£208000
4.0T V8 FSI (666) auto S	20.0	3.5	320	50	£186509
4.0T V8 FSI (666) auto Performante	20.0	3.3	320	50	£208398

Four seats: add £3150

Temerario - 4706x1996mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (920) auto AWD	N/A	2.7	N/A	N/A	£260035
4.0 V8TT (920) auto AWD Alleggerita	N/A	2.7	N/A	N/A	£297235

Revuelto - 4947x2033mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.5 V12 (1015) auto AWD Coupe	23.7	2.5	316	50	£452040

LAND ROVER

Dealers: 130 **Warranty:** 3 yrs/unlimited mls

Discovery Sport - 4597x2069mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T P270e auto AWD S	185.3	7.4	35	37	£50260
1.5T P270e at AWD Dynamic SE	178.6	7.4	36	39	£52880
1.5T P270e at AWD Dynamic HSE	175.2	7.4	37	42	£58030
2.0 D165 auto AWD S	42.7	10.2	173	28	£44540
2.0 D165 auto AWD Dynamic SE	42.0	10.2	176	30	£48060
2.0 D200 auto AWD S	42.7	8.6	173	32	£45940
2.0 D200 auto AWD Dynamic SE	42.0	8.6	176	34	£49460
2.0 D200 auto AWD Dynamic HSE	41.7	8.6	178	39	£54610

Defender 90 - 4583x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 auto AWD X	20.2	5.6	316	45	£96190
5.0 V8 S/C P525 auto AWD V8	19.9	5.2	320	50	£113250
3.0 D250 auto AWD X-Dynamic SE	33.6	8.0	220	37	£61440
3.0 D250 at AWD X-Dynamic HSE	33.3	8.0	222	38	£68175
3.0 D350 auto AWD S	33.7	6.2	219	41	£59960
3.0 D350 auto AWD X-Dynamic SE	33.6	6.2	221	41	£64940
3.0 D350 at AWD X-Dynamic HSE	33.3	6.2	222	44	£71675
3.0 D350 auto AWD X	33.0	6.2	224	46	£90385

Defender 110 - 5018x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4 V8TT P635 auto AWD Octa	21.4	3.8	298	50	£148045
4.4 V8TT P635 auto AWD Octa Ed 1	21.1	3.8	302	50	£163545
5.0 V8 S/C P425 auto AWD X	19.9	5.8	321	46	£100395
2.0T P300e auto AWD S	104.2	7.6	61	41	£69810
2.0T P300e at AWD X-Dynamic SE	103.0	7.6	62	42	£76765
2.0T P300e at AWD X-Dynam HSE	101.6	7.6	63	44	£79580
2.0T P300e at AWD Sedona Ed	99.5	7.6	64	45	£86710
2.0T P300e auto AWD X	98.6	7.6	65	46	£95040
3.0 D250 auto AWD S	33.1	8.3	223	38	£62120
3.0 D250 auto AWD X-Dynamic SE	32.8	8.3	225	39	£69470
3.0 D250 at AWD X-Dynamic HSE	32.8	8.3	226	39	£73660
3.0 D350 auto AWD S	33.1	6.4	224	38	£66290
3.0 D350 auto AWD X-Dynamic SE	32.8	6.4	226	43	£75020
3.0 D350 at AWD X-Dynamic HSE	32.7	6.4	226	44	£77835
3.0 D350 at AWD Sedona Edition	32.5	6.4	228	45	£84470
3.0 D350 auto AWD X	32.3	6.4	229	46	£95970

Defender 130 - 5358x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
5.0 V8 S/C P425 at AWD X-Dyn SE	19.9	6.2	321	43	£89670
5.0 V8 S/C P425 at AWD X-Dy HSE	19.8	6.2	322	46	£93175
5.0 V8 S/C P425 auto AWD X	19.8	6.2	323	48	£111075
5.0 V8 S/C P500 auto AWD V8	19.6	5.7	325	50	£120980
3.0 D350 auto AWD X-Dynamic SE	32.3	6.8	229	43	£83925
3.0 D350 at AWD X-Dynamic HSE	32.2	6.8	230	46	£87490
3.0 D350 auto AWD Outbound	32.4	6.8	229	43	£85060
3.0 D350 auto AWD X	31.8	6.8	233	47	£104390

Discovery - 4956x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 D350 auto AWD S	34.8	6.3	213	43	£64610
3.0 D350 auto AWD Dynamic SE	34.3	6.3	216	43	£70410
3.0 D350 auto AWD Dynamic HSE	32.8	6.3	217	45	£74775
3.0 D350 at AWD Metropolitan Ed	33.8	6.3	219	45	£79670

Range Rover Evoque - 4371x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 P160 auto S	35.9	9.7	178	25	£44755
2.0 P160 auto Dynamic SE	35.3	9.7	181	26	£47330
1.5 P270e auto AWD S	196.0	6.8	33	34	£49110
1.5 P270e auto AWD Dynamic SE	194.7	6.8	33	36	£53235
1.5 P270e at AWD Autobiography	190.9	6.8	34	39	£58385
2.0 D165 auto AWD S	44.0	9.2	168	26	£44380
2.0 D165 auto AWD Dynamic SE	43.6	9.2	170	29	£47755
2.0 D200 auto AWD S	44.0	7.9	168	29	£45435
2.0 D200 auto AWD Dynamic SE	43.6	7.9	170	33	£49560
2.0 D200 at AWD Autobiography	42.0	7.9	176	34	£55540

Range Rover Velar - 4797x2041mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T P400 auto AWD Dynamic SE	28.9	5.2	223	43	£69025
3.0T P400 at AWD Autobiography	28.2	5.2	228	47	£77735
2.0T P400e auto AWD S	161.1	5.1	40	43	£65445
2.0T P400e auto AWD Dynamic SE	157.7	5.1	41	44	£69670
2.0T P400e at AWD Autobiography	150.7	5.1	43	44	£75005
2.0 D200 auto AWD S	43.7	7.8	170	36	£55410
2.0 D200 auto AWD Dynamic SE	42.8	7.8	173	36	£60395
2.0 D200 auto AWD Autobiography	41.5	7.8	204	36	£67630
3.0 D300 auto AWD Dynamic SE	38.4	6.1	193	42	£66905
3.0 D300 at AWD Autobiography	37.5	6.1	197	46	£73540

Range Rover Sport - 4946x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P460e auto AWD SE	382.4	5.3	17	50	£90310
3.0TT P460e at AWD Dynamic SE	385.6	5.3	17	50	£93310
3.0TT P460e auto AWD Autobiog	366.7	5.3	17	50	£104830
3.0TT P550e auto AWD Autobiog	362.2	4.7	18	50	£114160
4.4 V8TT P530 auto AWD Autobiog	24.7	4.3	259	50	£119025
4.4 V8TT P635 auto AWD SV Ed 2	23.6	3.7	272	50	£174545
3.0 D250 auto AWD S	39.4	7.3	188	44	£76350
3.0 D300 auto AWD SE	38.8	6.1	191	47	£85575
3.0 D300 auto AWD Dynamic SE	38.9	6.1	191	48	£88575
3.0 D300 at AWD Autobiography	38.1	6.1	195	50	£100095
3.0 D350 at AWD Autobiography	38.1	5.5	194	50	£104275

Range Rover - 5052x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autobiog	24.3	4.4	264	50	£145145
4.4TT V8 P615 auto AWD SV	24.1	4.3	266	50	£174345
3.0TT P460e auto AWD SE	375.7	5.5	17	50	£115915
3.0TT P460e auto AWD HSE	369.6	5.5	17	50	£121635
3.0TT P460e auto AWD Autobiog	360.1	5.5	18	50	£134795

NEW CAR PRICES

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT P550e auto AWD Autobiog	356.9	4.8	18	50	£138665
3.0TT P550e auto AWD SV	343.1	4.8	19	50	£161865
3.0 D300 auto AWD SE	38.2	6.3	194	50	£105675
3.0 D300 auto AWD HSE	37.8	6.3	196	50	£111755
3.0 D300 at AWD Autobiography	37.5	6.3	198	50	£125355
3.0 D350 auto AWD SE	38.3	5.7	194	50	£108775
3.0 D350 auto AWD HSE	37.9	5.7	196	50	£114855
3.0 D350 at AWD Autobiography	37.6	5.7	197	50	£128455

Range Rover LWB - 5252x2047mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.4TT V8 P530 at AWD Autob 7st	24.0	4.4	266	50	£147145
4.4TT V8 P615 auto AWD SV	24.1	4.4	266	50	£194175
3.0TT P460e at AWD Autobiog	346.2	5.6	19	50	£137545
3.0TT P460e auto AWD SV	336.2	5.6	19	50	£178290
3.0 D350 auto AWD HSE 7st	36.8	6.0	201	50	£120055
3.0 D350 auto AWD Autobiog 7st	36.7	6.0	202	50	£130455

Four seats: add £600 to P530/D350 Autobiography

LEAPMOTOR

Dealers: 8 **Warranty:** 3 years

T03 - 3620x1652mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
37kWh (95) auto T03	165	12.7	0	N/A	£15995

C10 - 4739x1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (218) auto C10	261	7.5	0	N/A	£36500

LEXUS

Dealers: 51 **Warranty:** 3 yrs/60000 mls

ES - 4975x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (218) at 300h Premium	53.2	8.9	120	35	£43945
2.5 Hybrid (218) auto 300h Takumi	53.2	8.9	121	36	£57495

Premium Plus: add £5150 to Premium

LM - 5130x1890mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) auto 350h	42.1	9.1	152	29	£89995
2.5 Hybrid (250) auto AWD 350h	39.2	9.1	163	29	£92995
2.5 Hyb (250) at AWD 350h Takumi	39.2	9.1	163	29	£112995

LBX - 4190x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid (136) auto Urban	65.7	9.6	105	23	£29995
1.5 Hybrid (136) auto Premium	65.7	9.6	105	23	£32845
1.5 Hybrid (136) at Premium Plus	65.7	9.6	105	24	£34845
1.5 Hybrid (136) auto Takumi	65.7	9.6	105	25	£38525
1.5 Hybrid (136) at Takumi AWD	62.8	9.6	115	24	£40525

Design: add £1100 to Premium Plus, add £1000 to Takumi

UX - 4495x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (199) auto 300h Urban	56.4	8.1	113	24	£35245
2.0 Hyb (199) auto 300h Premium	56.4	8.1	113	24	£37245
2.0 Hyb (199) at 300h Premium Plus	54.3	8.1	117	26	£42945
2.0 Hyb (199) auto 300h F Sport	54.3	8.1	118	26	£44745
2.0 Hyb (199) auto 300h Takumi	54.3	8.1	118	30	£48845
2.0 Hyb (199) at E4 300h Premium+	50.4	7.9	126	27	£44945
2.0 Hyb (199) auto E4 300h F Sport	50.4	7.9	127	27	£46745
2.0 Hyb (199) auto E4 300h Takumi	50.4	7.9	127	31	£50845
72.8kWh (204) auto 300e Urban	279	7.5	0	38	£40065
72.8kWh (204) auto 300e Prem	279	7.5	0	38	£42145
72.8kWh (204) at 300e Prem Plus	279	7.5	0	38	£44145
72.8kWh (204) auto 300e Takumi	279	7.5	0	38	£51145

F Sport Design: add £2600 to Urban
F Sport Takumi: add £5300 to F Sport

NX - 4660x1865mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hyb (243) auto 350h Urban	49.5	8.7	129	35	£44845
2.5 Hyb (243) auto 350h Premium	49.5	8.7	129	35	£46645
2.5 Hyb (243) auto 350h Takumi	49.5	8.7	129	32	£58895
2.5 Hyb (243) auto 350h Urban AWD	47.0	7.7	135	36	£45845
2.5 Hyb (243) at 350h Prem AWD	47.0	7.7	136	36	£47645
2.5 Hyb (243) at 350h F Sport AWD	44.8	7.7	143	35	£55395
2.5 Hyb (243) at 350h Takumi AWD	44.1	7.7	145	40	£59895
2.5 PHEV (309) at 450h+ Prem AWD	313.9	6.3	22	40	£50245
2.5 PHEV (309) at 450h+ F Spt AWD	256.8	6.3	25	40	£57895
2.5 PHEV (309) at 450h+ T'mi AWD	256.8	6.3	26	43	£59895

Premium Plus: add £6250 to Premium Hybrid, add £5970 to PHEV
F Sport Takumi: add £7450 to F Sport AWD, add £2750 to F Sport PHEV

RZ - 4805x1895mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (204) auto 300e Urban	297	8.0	0	38	£50145
71.4kWh (204) auto 300e Premium	295	8.0	0	38	£52445
71.4kWh (204) auto 300e Takumi	267	8.0	0	40	£60145
71.4kWh (313) auto 450e Premium	271	5.6	0	44	£58045
71.4kWh (313) auto 450e Takumi	252	5.6	0	45	£65745

Premium Plus: add £2300 to Premium

RX - 4890x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Hybrid (250) at 350h Premium	44.8	7.9	150	42	£63345
2.5 Hybrid (250) auto 350h F Sport	44.8	7.9	150	42	£70345
2.5 Hybrid (250) auto 350h Takumi	44.8	7.9	145	43	£77845
2.4T Hyb (371) auto 500h F Sport	35.3	6.2	182	46	£80695
2.5 PHEV (309) at 450h+ Premium	256.8	6.5	25	44	£65045
2.5 PHEV (309) auto 450h+ F Sport	256.8	6.5	25	44	£71045
2.5 PHEV (309) auto 450h+ Takumi	256.8	6.5	25	45	£77295

Premium Plus: add £6000 to 350h Premium, add £5500 to 450h+ Premium

LOTUS

Dealers: 18 **Warranty:** 3 yrs/36000 mls

Emeya - 5139x2005mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
102kWh (611) auto Emeya	360	4.2	0	N/A	£96200
102kWh (611) auto Emeya S	344	4.2	0	N/A	£108700
102kWh (917) auto Emeya R	298	2.8	0	N/A	£131200

Eletre - 5103x2135mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
112kWh (611) auto Eletre	373	4.5	0	50	£90750
112kWh (611) auto Eletre S	373	4.5	0	50	£105750
112kWh (917) auto Eletre R	304	3.0	0	50	£120000

Emira - 4413x1895mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (360) auto First Edition	30.7	4.3	208	N/A	£82595
3.5 V6 S/C (400) First Edition	25.0	4.2	258	N/A	£87095
3.5 V6 S/C (400) auto First Edition	25.0	4.6	258	N/A	£88895

McLAREN

Dealers: 8 **Warranty:** 3 years

Artura - 4539x1976mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT hybrid (700) auto Coupe	58.9	3.0	108	50	£202660
3.0 V6TT hybrid (700) auto Spider	58.9	3.0	108	50	£222760

750S - 4569x2161mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT auto 750S	23.2	2.8	276	50	£252260
4.0 V8TT auto 750S Spider	23.2	2.8	276	50	£277260

GTS - 4683x2045mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
4.0 V8TT (635) auto GT	26.2	3.2	270	50	£179260

MASERATI

Dealers: 9 **Warranty:** 3 yrs/unlimited mls

Grecale - 4847x1979mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) auto GT	32.1	5.6	199	N/A	£64055
2.0T (330) auto Modena	31.4	5.3	203	N/A	£71310
3.0 V6TT (530) auto Trofeo	25.2	3.8	254	N/A	£102775
105kWh (550) auto Folgore	310	4.1	0	N/A	£99000

GranTurismo - 4966x1957mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (490) auto Modena	27.8	3.9	230	N/A	£133120
3.0 V6TT (550) auto Trofeo	27.8	3.5	230	N/A	£163590
3.0 V6TT (761) auto Folgore	280	2.7	0	N/A	£179950

GranCabrio: add £5995 to Trofeo, add £5660 to Folgore

MC20 - 4669x1965mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6TT (630) auto MC20 Coupe	24.4	2.9	262	N/A	£204465
3.0 V6TT (630) auto MC20 Cielo	24.1	3.0	265	N/A	£229465

MAXUS

Dealers: 57 **Warranty:** 5 yrs/100000 mls

Mifa 7 - 4907x1885mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (241) auto Elite	255	N/A	0	N/A	£48774
77kWh (241) auto Luxury	255	N/A	0	N/A	£50580
90kWh (241) auto Premium	298	N/A	0	N/A	£54780

Mifa 9 - 5270x2000mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (241) auto Elite	269	9.9	0	N/A	£65086
90kWh (241) auto Luxury	269	9.9	0	N/A	£70613
90kWh (241) auto Premium	269	9.9	0	N/A	£77482

T90 EV - 5365x1900mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
89kWh (177) auto Elite 2WD	205	N/A	0	N/A	£60720

MAZDA

Dealers: 154 **Warranty:** 3 yrs/60000 mls

2 Hybrid - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hyb (116) at Centre-Line	74.3	9.7	87	14	£24280
1.5 VVT-i Hyb (116) at Exclu-Line	74.3	9.7	92	14	£25575
1.5 VVT-i Hyb (116) at Homura	74.3	9.7	97	14	£27475
1.5 VVT-i Hyb (116) at Homura+	74.3	9.7	98	15	£29425

3 - 4460x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 Skyactiv-G (140) Prime-Line	47.1	9.5	133	18	£24730
2.5 Skyactiv-G (140) Centre-Line	47.1	9.5	133	18	£25830
2.5 Skyactiv-G (140) Exclusive-Li	47.1	9.5	135	19	£27530
2.5 Skyactiv-G (140) auto Homura	44.8	9.5	141	17	£27875
2.5 Skyactiv-G (140) at Exclusiv-Li	44.8	9.5	141	18	£29075
2.0 e-Skyactiv-X (186) Centre-Line	53.3	8.1	123	22	£27675
2.0 e-Skyactiv-X (186) Exclusive-Li	53.3	8.1	126	23	£29975
2.0 e-Skyactiv-X (186) at Exclus-Li	47.1	8.5	138	22	£31575

Saloon: same price (Skyactiv X Exclusive-Line only) **Homura:** add £500 to Centre-Line **Takumi:** add £1200 to Exclusive-Line

CX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-Skyactiv G (140) Prime-Line	47.1	9.7	135	16	£26135
2.5 e-Skyactiv G (140) Centre-Line	47.1	9.7	135	16	£27735
2.5 e-Skyactiv G (140) Exclusive-Li	47.1	9.7	136	17	£29435
2.5 e-Skyactiv G (140) at Centre-Li	42.8	10.3	147	15	£29235
2.5 e-Skyactiv G (140) at Exclu-Li	42.8	10.3	147	16	£30935
2.0 e-Skyactiv X (186) Centre-Line	49.6	8.3	129	20	£29535
2.0 e-Skyactiv X (186) Exclusive-Li	49.6	8.3	128	20	£31835
2.0 e-Skyactiv X (186) Takumi AWD	46.3	8.8	139	21	£36535
2.0 e-Skyactiv X (186) at Centre-Li	46.3	8.6	139	19	£31135
2.0 e-Skyactiv X (186) at Exclu-Li	46.3	8.6	140	19	£33435
2.0 e-Skyac-X (186) at Takumi AWD	42.8	9.0	148	21	£38035

Homura: add £1100 to Centre-Line
Takumi: add £2400 to Exclusive-Line

MX-30 - 4395x1795mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
830cc e-S'activ R-EV (170) at Prime	282.5	9.1	21	22	£31605
830cc e-S'activ R-EV (170) at Excl	282.5	9.1	21	22	£33605
830cc e-S'act R-EV (170) at M'koto	282.5	9.1	21	23	£36205

CX-5 - 4575x1845mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Skyactiv-G (165) Centre-Line	43.5	10.7	146	17	£31330
2.0 e-Skyactiv-G (165) Exclusive-Li	43.5	10.7	146	18	£34430
2.0 e-Skyactiv-G (165) Takumi	43.5	10.7	146	19	£36830
2.0 e-Skyactiv-G (165) at Centre-Li	40.9	10.2	155	17	£33750
2.0 e-Skyactiv-G (165) auto Excl-Li	40.9	10.2	156	18	£36850
2.0 e-Skyactiv-G (165) at Takumi	40.9	10.2	156	19	£39250
2.5 e-S'activ-G (194) at Tk'mi AWD	37.2	9.5	171	21	£42280
2.2 Skyactiv-D (184) Exclusive-Li	50.4	9.2	147	26	£36630
2.2 Skyactiv-D (184) auto Excl-Li	43.6	9.3	160	25	£39050
2.2 S'activ-D (184) Takumi AWD	44.8	9.3	165	26	£41450
2.2 S'activ-D (184) at Takumi AWD	42.8	9.6	173	27	£43880

Newground: add £1000 to Skyactiv-G 165 Centre-Line
Homura: add £2000 to Skyactiv-G 165 Exclusive-Line

CX-60 - 4745x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	201.8	5.8	32	38	£46640
2.5 e-S'activ PHV (327) at Homura	201.8	5.8	32	39	£49790
2.5 e-S'activ PHEV (327) at Takumi	201.8	5.8	32	39	£50740
3.3 e-S'activ D (200) at Exclusive-Li	55.4	8.4	132	33	£46700
3.3 e-S'activ D (254) at Exc-Li AWD	51.4	7.4	139	38	£49350
3.3 e-S'activ D (254) at H'ura AWD	51.4	7.4	140	38	£52500
3.3 e-S'activ D (254) at Tk'mi AWD	51.4	7.4	142	39	£53450

Plus: add £2800 to PHEV, add £2600 to diesel (not Exclusive-Line)

CX-80 - 4995x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 e-S'activ PHEV (327) at Excl-Li	176.6	6.8	35	37	£49780
2.5 e-S'activ PHV (327) at Homura	176.6	6.8	35	38	£52930
2.5 e-S'activ PHEV (327) at Takumi	176.6	6.8	36	38	£53880
3.3 e-S'activ D (254) at Exc-Li AWD	49.6	8.4	148	37	£52475
3.3 e-S'activ D (254) at H'ura AWD	49.6	8.4	149	38	£55625
3.3 e-S'activ D (254) at Tk'mi AWD	49.6	8.4	149	38	£56575

Plus: add £2650 to PHEV, add £3270 to diesel (not Exclusive-Line)

MX-5 - 3915x1735mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Skyactiv-G (132) Prime-Line	44.8	8.3	140	27	£28285
1.5 Skyactiv-G (132) Exclusive-Li	44.8	8.3	140	27	£30285
2.0 Skyactiv-G (184) Exclusive-Li	40.9	6.5	153	33	£33115
2.0 Skyactiv-G (184) Homura	40.9	6.5	153	33	£35515

MX-5 RF: add £1900

MERCEDES

Dealers: 147 **Warranty:** 3 yrs/unlimited mls

A-Class - 4428x1796mm
Euro NCAP: ★★★★★ **Driver Power:** 11th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at A 180 Sport Edition	47.1	9.2	131	20	£31300
1.3T (136) auto A 180 Sport Exec	47.1	9.2	131	20	£32685
1.3T (163) auto A 200 Sport Exec	47.1	8.2	135	23	£34235
1.3T (218) at A 250 e AMG Li Exec	313.9	7.4	17	23	£41165
2.0T (306) at AMG A 35 4MT Tour	33.2	4.7	193	36	£47960
2.0T (421) at AMG A 45 S 4MATIC+	30.7	3.9	208	41	£65395
2.0 (150) auto A 200 d Sport Exec	57.7	8.3	130	23	£35235

AMG Line Executive: add £2225 to Sport Executive **A 35 Premium:** add £2020 to A 35 Touring Edition

B-Class - 4419x1796mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) auto B 200 Sport Exec	46.3	8.4	136	25	£35965
2.0 (150) auto B 200 d Sport Exec	55.4	8.5	135	25	£37065

AMG Line Executive: add £2300 to Sport Executive

CLA-Class - 4731x1855mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
85kWh (272) at 250+ Sport Edition	484	6.7	0	N/A	£45615
85kWh (272) at 250+ AMG Line Ed	482	6.7	0	N/A	£49375
85kWh (272) at 250+ AMG Line Prem	462	6.7	0	N/A	£51770

C-Class - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	43.5	7.3	142	38	£46175
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	153	40	£53495
2.0T (313) auto C 300 e AMG Line	565.0	6.1	12	45	£51970
2.0T (408) auto AMG C 43 4MATIC	30.7	4.3	209	44	£69960
2.0T (476) at AMG C 63 S e 4MT+	31.4	3.4	205	50	£100935
2.0 (200) auto C 220 d AMG Line	60.1	7.5	119	39	£47575
2.0 (265) at C 300 d AMG Li Prem	53.3	5.7	136	41	£54925

C-Class Estate - 4793-4842x1820-1900mm
Euro NCAP: ★★★★★ **Driver Power:** 5th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (204) auto C 200 AMG Line	44.1	7.5	147	38	£47925
2.0T (258) at C 300 AMG Line Prem	40.9	6.0	157	40	£55245
2.0T (313) auto C 300 e AMG Line	565.0	6.3	13	45	£57220
2.0T (408) auto AMG C 43 4MATIC	30.4	4.4	209	44	£71710
2.0T (476) at AMG C 63 S e 4MAT+	31.4	3.4	205	50	£102685
2.0 (200) auto C 220 d AMG Line	62.8	7.6	123	39	£49235
2.0 (265) at C 300 d AMG Li Prem	53.3	5.8	139	41	£56675

E-Class - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	43.5	7.5	148	42	£56650
2.0T (313) at E 300 e Urban Edition	470.8	6.4	13	50	£65720
2.0T (313) at E 300 e AMG Line P	470.8	6.4	13	50	£70845
3.0T (449) at E 53 Hyb 4MATIC+	313.9	3.8	21	50	£92120
2.0 (197) auto E 220 d AMG Line	58.9	7.6	125	42	£58300
2.0 (197) auto E 300 de Urban Ed	706.3	6.4	11	49	£67720
2.0 (197) at E 300 de AMG Line Pr	706.3	6.4	11	50	£72845
3.0 (367) at E 450 d AMG Li Pr 4MT	47.1	4.8	158	50	£81095

E-Class Estate - 4949-4959x1880mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto E 200 AMG Line	41.5	7.8	155	42	£59720
2.0T (313) at E 300 e Urban Edition	470.8	6.5	14	50	£67970
2.0T (313) at E 300 e AMG Line P	470.8	6.5	14	50	£73095
3.0T (449) at E 53 Hyb 4MATIC+	282.5	3.9	23	50	£94370
2.0 (197) auto E 220 d AMG Line	56.5	7.9	131	42	£60650
2.0 (197) auto E 300 de Urban Ed	565.0	6.6	12	49	£69970
2.0 (197) at E 300 de AMG Line Pr	565.0	6.6	13	50	£75095
3.0 (367) at E 450 d AMG Li Pr 4MT	44.8	5.0	164	50	£83345

EQE - 4946x1906mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at EQE 350+ Sport Ed	429	6.5	0	50	£69365
91kWh (292) at EQE 350+ AMG Li Ed	429	6.5	0	50	£74615
91kWh (408) at EQE 500 AMG Li Ed	385	4.7	0	50	£82615
91kWh (625) at AMG EQE 53 4MT	306	3.5	0	50	£105995

S-Class - 5320x1954mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 (299) at S 450 e L 4MT AMG Line	403.6	5.9	17	50	£111665
3.0 (449) at S 500 L 4MT AMG Line	32.8	4.7	195	50	£112895
3.0 (517) at S 580 e L AMG Line	353.1	4.9	19	50	£119370
3.0 (517) at S 580 e Maybach	313.9	5.1	21	50	£174770
4.0 V8 (503) at S 580 4MT Maybach	26.4	4.8	242	50	£181490
4.0 V8TT (802) auto AMG S 63 E Perf	35.8	3.3	179	50	£193525
6.0 V12 (612) at S 680 4MT M'bach 1st	20.9	4.5	321	50	£226595
3.0 (313) auto S 350 d L AMG Line	44.8	5.6	166	50	£100390
3.0 (367) at S 450 d L 4MT AMG Li	43.5	5.0	171	50	£105785

EQS - 5216x1926mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) auto 350 AMG Line	409	6.7	0	50	£99845
118kWh (360) at 450+ AMG Line	481	6.2	0	50	£112620
118kWh (360) at 450 4MAT AMG Li	467	5.7	0	50	£115920

Business Class: add £7000 to AMG Line

V-Class - 4895-5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 (163) auto V 220 d Premium L	37.2	11.1	192	37	£76320
2.0 (237) auto V 300 d Premium L	36.2	7.9	196	43	£81600
2.0 (237) auto V 300 d Exclusive L	36.2	7.9	200	43	£91960
2.0 (163) auto V 220 d Premium XL	37.2	11.2	194	37	£77330
2.0 (237) auto V 300 d Premium XL	36.2	7.9	198	43	£82610
2.0 (237) at V 300 d Exclusive XL	36.2	7.9	199	43	£88770
2.0 (237) auto V 300 d M.P Prem L	34.9	8.6	207	44	£88455

EQV - 5370x1928mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
90kWh (204) at EQV 300 Exec Long	222	12.1	0	44	£92255

GLA-Class - 4412-4436x1834-1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (136) at 180 Sport Edition	42.8	10.0	148	29	£35880
1.3T (163) at 200 Sport Executive	43.5	8.9	148	29	£38065
2.0T (218) auto 250 e AMG Li Exec	256.8	7.9	24	40	£45630
2.0T (306) auto AMG 35 4MATIC	32.1	5.2	201	41	£55570
2.0T (421) at AMG 45 S 4MATIC+	28.5	4.3	225	41	£73330
2.0 (150) at 200 d Sport Executive	51.4	8.8	142	31	£39115
2.0 (190) at 220 d 4MT AMG Li Ex	48.7	7.5	151	36	£46990

AMG Line Executive: add £3480 to Sport Executive

EQA - 4463x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
67kWh (190) auto 250+ Sport Exec	346	8.6	0	44	£49760
67kWh (190) auto 250+ Urban Ed	346	8.6	0	44	£52020
67kWh (228) auto 300 4MT AMG Li	280	7.7	0	46	£53020

GLB-Class - 4634x1834mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3T (163) at 200 Sport Executive	41.5	9.3	155	28	£40190
2.0 (150) at 200 d Sport Executive	50.4	9.2	148	29	£40420
2.0 (190) at 220 d 4MT AMG Li Ex	47.1	7.8	158	35	£48110

AMG Line Executive: add £3480 to Sport Executive

EQB - 4634x1834mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71kWh (190) auto 250+ Sport Exec	321	8.9	0	N/A	£52810
71kWh (190) auto 250+ Urban Ed	321	8.9	0	N/A	£55070
67kWh (228) auto 300 4MT AMG Li	271	8.0	0	29	£55320

GLC-Class - 4721-4749x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.2	6.2	167	42	£56495
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	47	£59970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	47	£64470
2.0T (443) at AMG GLC 43 4MATIC	27.2	4.5	236	45	£76715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£125185
2.0 (219) at 220 d 4MAT AMG Line	53.3	8.0	140	40	£54450
2.0 (291) at 300 d 4MT AMG L Prm	48.7	6.3	151	44	£63895
2.0 Hyb (333) 300 de 4MT Urban	565.0	6.4	12	49	£62220
2.0 Hyb (333) 300 de 4MT AMG Li	565.0	6.4	12	49	£66720

GLC-Coupe - 4769-4792x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (280) at 300 4MAT AMG Line	38.7	6.3	167	43	£62220
2.0 Hyb (340) at 300 e 4MT Urban	470.8	6.7	13	43	£65970
2.0 Hyb (340) at 300 e 4MT AMG L	470.8	6.7	13	43	£70470
2.0T (443) at AMG GLC 43 4MATIC	27.4	4.5	231	45	£78715
2.0T (680) at AMG GLC 63 S e 4MT+	29.1	3.5	221	50	£127185
2.0 (219) at 220 d 4MAT AMG Line	54.3	8.1	138	41	£60175
2.0 (291) at 300 d 4MT AMG L Prm	49.6	6.4	149	44	£68800

GLE-Class - 4926-4934x2015mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (375) at 400 e 4M Urban	94.2	6.1	69	47	£80490
3.0 Hyb (619) auto AMG 53 4MATIC+	67.3	4.7	95	50	£94835
3.0T (435) auto AMG 53 4MATIC+	26.7	5.0	241	50	£96665
4.0 V8TT (612) at AMG 63 S 4MT+	22.4	3.9	287	50	£139350
2.0 (289) at 300 d 4MAT Urban Ed	41.5	6.9	179	44	£78050
3.0 (389) at 450 d 4MAT Urban Ed	37.7	5.6	196	48	£82160
3.0 (329) at 350 de 4MAT Urban Ed	128.4	6.9	58	48	£78490

Seven seats: standard on GLE 300 d, GLE 450 d, AMG 53 non hybrid
AMG Line: add £5000 to Urban Ed

GLE-Coupe - 4941x2018mm
Euro NCAP: ★★★★★ **Driver Power:** 1st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 Hyb (388) at 400 e 4M Urban Ed	97.4	6.1	65	49	£83490
3.0 Hyb (619) auto AMG 53 4MATIC+	72.4	4.7	88	50	£103880
3.0T (435) auto AMG 53 4MATIC+	27.4	5.0	235	50	£105790
4.0 V8TT (612) at AMG 63 S 4MT	22.6	3.9	284	50	£148350
3.0 (389) at 450 d 4MT Urban Ed	37.7	5.6	194	49	£85160
3.0 (389) at 350 de 4MT Urban Ed	134.5	6.9	55	49	£81490

AMG Line: add £5000 to Urban Edition

EQE SUV - 4863x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
96kWh (292) at 350+ AMG Line Ed	378	6.9	0	50	£75505
91kWh (292) at 350 4MAT AMG Li Ed	342	6.6	0	50	£80005
96kWh (408) at 500 AMG Line Ed	365	5.0	0	50	£90570
91kWh (617) auto AMG 53 4MAT+	280	3.7	0	50	£115130

GLS-Class - 5209-5233x1956-2030mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (381) at 450 4MAT AMG Line	26.7	6.1	241	47	£114180
4.0 V8TT (579) at 600 Maybach	20.5	4.9	313	50	£182950
4.0 V8TT (579) at 600 May 1st Class	20.5	4.9	315	50	£187250
4.0 V8TT (634) at AMG 63 4MAT+	21.1	4.2	303	50	£158400
3.0 (367) at 450 d 4MAT AMG Line	33.6	6.1	222	50	£110800

Business Class: add £10000 to AMG Line

EQS SUV - 5125x1957mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
118kWh (360) at 450 4MAT AMG Li	400	6.2	0	50	£129480
118kWh (544) at 580 4MAT AMG Li	400	4.8	0	50	£139480
118kWh (658) at 680 4MAT Maybach	374	4.4	0	50	£200870

Business Class: add £14325 to AMG Line

G-Class - 4873x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0T (469) auto 500 AMG Line	25.0	5.4	257	50	£150875
4.0 V8TT (605) auto AMG G 63	19.1	4.4	338	50	£189375
3.0 (387) auto G 450 d AMG Line	31.4	5.8	235	50	£141065
116kWh (587) at G 580 EQ AMG Line	280	4.7	0	50	£154870

Carbon Edition: add £10000 to AMG G 63 **Manufaktur Edition:** add £16500 to AMG G 63 **Magno Edition:** add £19000 to AMG G 63

CLE-Class Coupe - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.8	7.4	148	35	£47675
2.0T (258) at CLE 300 4MT AMG Li P	40.4	6.2	158	40	£57370
2.0T (313) at CLE 300 e AMG Li P	470.8	6.3	13	45	£61620
3.0T (381) at CLE 450 4MT AMG Li P	36.7	4.4	175	43	£68325
3.0T (471) at AMG CLE 53 4MATIC+	30.4	4.2	212	44	£75660
2.0 (197) auto CLE 220 d AMG Line	60.1	7.5	123	36	£50075

CLE-Class Cabriolet - 4850-4853x1861-1936mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (204) auto CLE 200 AMG Line	42.2	7.9	153	40	£54495
2.0T (258) at CLE 300 4MT AMG Li P	39.2	6.6	167	44	£61370
3.0T (381) at CLE 450 4MT AMG Li P	35.3	4.7	180	46	£72325
3.0T (449) at AMG CLE 53 4MATIC+	29.4	4.4	218	47	£79660
2.0 (197) auto CLE 220 d AMG Line	57.7	7.9	129	41	£56075

AMG SL - 4700x1915mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (434) auto SL 43 Premium	31.4	4.7	206	50	£109910
2.0T (434) at SL 43 Premium Plus	31.4	4.7	215	50	£118910
4.0 V8TT (476) at SL 55 4MT Prem+	21.7	3.9	305	50	£152900
4.0 V8TT (585) at SL 63 4MT Prem+	21.7	3.6	305	50	£177150
4.0 V8TT (816) at SL 63 4MT S E Prf	28.3	2.9	228	50	£196740

AMG GT - 4728x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (421) auto GT 43 Premium	27.4	4.6	235	50	£105435
4.0 V8TT (476) at GT 55 4MT Prem	20.2	3.9	319	50	£142200
4.0 V8TT (585) at GT 63 4MT Prem	20.2	3.2	319	50	£163500
4.0 V8TT (612) at GT 63 4MT Pro	20.2	3.2	319	50	£179350
4.0 V8TT (816) at GT 63 4MT S E Perf	26.7	2.8	241	50	£186290

MG

Dealers: 71 **Warranty:** 7 yrs/80000 mls

MG3 - 4113x1797mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (194) auto SE	64.2	8.0	100	23	£19245
1.5 Hybrid+ (194) auto Trophy	64.2	8.0	100	24	£21245

MG4 - 4287x1836mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (170) auto SE	218	7.7	0	27	£27245
64kWh (203) auto SE Long Range	281	7.9	0	28	£29745
64kWh (203) at Trophy Long Range	270	7.9	0	29	£32745
77kWh (245) auto Extended Range	323	6.5	0	33	£36745
64kWh (435) auto XPower	239	3.7	0	40	£36745

IM5 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (295) auto Standard	304	6.8	0	46	£39450
100kWh (407) auto Long	441	4.9	0	50	£44995
100kWh (751) auto Performance	357	3.2	0	50	£48495

ZS - 4430x1818mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 Hybrid+ (196) auto SE	55.4	8.7	115	22	£21995
1.5 Hybrid+ (196) auto Trophy	55.4	8.7	115	22	£24495

MGS5 EV - 4476x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (170) auto SE	211	8.0	0	29	£28495
64kWh (231) auto SE Long Range	298	6.3	0	34	£30995
64kWh (231) at Trophy Long Range	288	6.3	0	34	£33495

HS - 4670x1890mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 T-GDi (162) SE	38.2	9.4	168	24	£24995
1.5 T-GDi (162) auto SE	37.2	9.6	173	25	£26495
1.5 T-GDi (371) auto SE Plug-In	672.6	6.8	12	27	£31495

Trophy: add £2500 to SE

IM6 - 4931x1960mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (407) auto Long	388	5.4	0	48	£47995
100kWh (751) auto Performance	313	3.5	0	50	£50995
100kWh (751) auto Launch Edition	313	3.5	0	50	£52995

Cyberster - 4535x1913mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (340) auto Trophy	316	5.0	0	47	£54995
77kWh (503) auto GT	276	3.2	0	50	£59995

MINI

Dealers: 148 **Warranty:** 3 yrs/unlimited mls

Cooper - 3858x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.9	7.7	133	21	£25265
1.5T (156) auto C Exclusive	47.9	7.7	134	22	£27465
2.0T (204) auto S Classic	45.6	6.6	140	25	£28265
2.0T (204) auto S Exclusive	45.6	6.6	140	25	£30465
2.0T (231) auto John Cooper Works	43.5	6.1	147	27	£33815
41kWh (184) auto E Classic	190	7.3	0	20	£26905
41kWh (184) auto E Exclusive	190	7.3	0	20	£29105
54kWh (218) auto SE Classic	250	6.7	0	26	£29905
54kWh (218) auto SE Exclusive	250	6.7	0	26	£32105
54kWh (258) at John Cooper Works	250	5.9	0	26	£35455

Sport: add £1300 to Exclusive

Cooper 5-Door - 4036x1744mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (156) auto C Classic	47.1	8.0	136	21	£26265
1.5T (156) auto C Exclusive	46.3	8.0	137	22	£28465
2.0T (204) auto S Classic	44.8	6.8	142	24	£29265
2.0T (204) auto S Exclusive	44.8	6.8	142	25	£31465

Sport: add £1300 to Exclusive

Cooper Convertible - 3879x1744mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (163) auto C Classic	43.5	8.2	147	23	£28715
2.0T (163) auto C Exclusive	43.5	8.2	148	23	£30915
2.0T (204) auto S Classic	42.8	6.9	149	27	£31715
2.0T (204) auto S Exclusive	42.8	6.9	149	27	£33915
2.0T (231) auto John Cooper Works	40.9	6.4	156	29	£37535

Sport: add £1300 to Exclusive

Aceman - 4079x1754mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
38.5kWh (184) auto E Classic	192	7.9	0	20	£28905
38.5kWh (184) auto E Exclusive	190	7.9	0	20	£31105
49.2kWh (218) auto SE Classic	251	7.1	0	23	£31905
49.2kWh (218) auto SE Exclusive	249	7.1	0	24	£34105
49.2kWh (258) at J Cooper Works	242	6.4	0	24	£36905

Sport: add £1300 to Exclusive

Countryman - 4444x1843mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T (170) auto C Classic	47.9	8.3	133	20	£29100
1.5T (170) auto C Exclusive	47.9	8.3	134	21	£31600
2.0T (218) auto S Classic ALL4	42.8	7.1	148	25	£35100
2.0T (218) auto S Exclusive ALL4	42.2	7.1	151	25	£38420
2.0T (300) at J Cooper Works ALL4	36.2	5.4	177	30	£42750
64.6kWh (204) auto E Classic	286	8.6	0	23	£33005
64.6kWh (204) auto E Exclusive	281	8.6	0	24	£35505
64.6kWh (313) auto SE Classic ALL4	266	5.6	0	31	£39005
64.6kWh (313) at SE Exclusive ALL4	262	5.6	0	31	£41505

Sport: add £1200 to Exclusive

MORGAN

Dealers: 18 **Warranty:** TBC

Super 3 - 3581-1840mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 (118) Super 3	40.0	7.0	130	N/A	£43165

Roadster - 3700-3890x1680-1756mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0TT (255) Plus 4	39.0	5.2	165	N/A	£62995
2.0TT (255) auto Plus 4	40.0	4.8	159	N/A	£64995
3.0TT (335) auto Plus 6	34.0	4.2	180	N/A	£81995

NISSAN

Dealers: 221 **Warranty:** 3 yrs/60000 mls

Micra - 3974x1830mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (122) auto Engage	198	8.0	0	19	£22995
40kWh (122) auto Advance	198	8.0	0	19	£24995
52kWh (150) auto Advance	260	9.0	0	22	£26995
52kWh (150) auto Evolve	260	9.0	0	22	£29865

Juke - 4210x1800mm
Euro NCAP: ★★★★★ **Driver Power:** 27th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 DIG-T (114) Acenta Premium	48.7	10.7	133	13	£24045
1.0 DIG-T (114) N-Connecta	48.7	10.7	133	14	£26045
1.0 DIG-T (114) at Acenta Premium	47.1	11.8	137	12	£25545
1.0 DIG-T (114) auto N-Connecta	47.1	11.8	137	14	£27545
1.6 Hybrid (143) auto N-Connecta	58.4	10.1	110	14	£29575

Tekna: add £1500 to N-Connecta
Tekna+: add £1400 to Tekna
N-Sport: same price as Tekna+

Qashqai - 4394x1806mm
Euro NCAP: ★★★★★ **Driver Power:** 28th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 DiG-T (140) Acenta Premium	44.8	10.2	142	12	£30615
1.3 DiG-T (140) Tekna	44.1	10.2	145	13	£35005
1.3 DiG-T (158) Acenta Premium	44.8	9.5	142	17	£31335
1.3 DiG-T (158) Tekna	44.1	9.5	145	18	£35725
1.3 DiG-T (158) at Acenta Premium	45.6	9.2	141	15	£32935
1.3 DiG-T (158) auto Tekna	44.1	9.2	144	16	£37625
1.3 DiG-T (158) at N-Connecta AWD	40.9	9.9	155	15	£36410
1.3 DiG-T (158) auto Tekna AWD	40.4	9.9	157	16	£39820
1.5 e-Power (190) at Acenta Prem	54.3	7.9	117	24	£34860
1.5 e-Power (190) auto Tekna	53.3	7.9	119	26	£39730

N-Connecta: add £2170 to Acenta Premium **N-Design:** add £4170 to Acenta Premium **Tekna+:** add £2790 to Tekna (not DiG-T 140)

X-Trail - 4680x1840mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VC-T (163) at Acenta Premium	39.8	9.6	157	22	£36225
1.5 VC-T (163) auto Tekna	38.7	9.6	161	23	£42290
1.5 e-Power (204) at Acenta Prem	48.7	8.0	129	24	£37770
1.5 e-Power (204) auto N Trek	48.7	8.0	130	26	£43780
1.5 e-Power (204) auto Tekna	47.1	8.0	133	26	£43935
1.5 e-P (213) at Acenta Prem AWD	44.8	7.0	141	28	£40070
1.5 e-Power (213) at N TrekAWD	44.8	7.0	141	30	£45980
1.5 e-Power (213) at Tekna AWD	43.5	7.0	144	30	£46135

Seven seats: add £1000 (not e-Power 204) **N-Connecta:** add £2825 to Acenta Premium **Tekna+:** add £2670 to Tekna

Ariya - 4595x1850mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (217) auto Engage	251	7.5	0	30	£39655
63kWh (217) auto Advance	250	7.5	0	30	£43155
87kWh (242) auto Engage	330	7.6	0	34	£44655
87kWh (242) auto Advance	329	7.6	0	34	£48155
87kWh (306) auto Advance 4WD	319	5.7	0	41	£50855
87kWh (435) auto Nismo 4WD	261	5.1	0	41	£56630

Evolve: add £3995 to Advance

OMODA

Dealers: TBC **Warranty:** 7 yrs/100000 mls

Omoda 5 - 4424x1830mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (187) auto Comfort	31.2	7.9	170	34	£25235
1.6T (187) auto Noble	31.2	7.9	170	35	£27035
61kWh (204) auto Comfort	257	7.2	0	34	£33055
61kWh (204) auto Noble	257	7.2	0	35	£34555

Omoda 9 - 4775x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5T PHEV (449) auto Noble	47.1	4.9	38	45	£44990

PEUGEOT

Dealers: 283 **Warranty:** 3 yrs/60000 mls

208 - 4055x1745mm
Euro NCAP: ★★★★ **Driver Power:** 50th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Style	58.2	10.1	114	22	£19995
1.2 PureTech (100) Allure	58.2	10.1	114	21	£24645
1.2 PureTech (100) GT	58.2	10.1	121	21	£26795
1.2 Hybrid (110) auto Allure	65.9	9.8	103	23	£26450
1.2 Hybrid (110) auto GT	65.9	9.8	105	23	£28600
1.2 Hybrid (145) auto GT	65.0	8.1	105	28	£29800
50kWh (136) auto Allure	219	8.1	0	28	£30050
50kWh (136) auto GT	219	8.1	0	31	£32100
51kWh (156) auto Allure	263	8.2	0	28	£30850
51kWh (156) auto GT	261	8.2	0	31	£32900

GT Premium: add £1500 to GT, add £1800 to GT EVs

308 - 4367x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	62.6	9.3	110	20	£32925
1.2T Hybrid (145) auto GT	62.6	9.3	111	21	£36050
1.6 PHEV (195) auto Allure	62.6	7.9	18	26	£38220
1.6 PHEV (195) auto GT	62.6	7.9	18	28	£41430
1.5 BlueHDi (130) auto Allure	59.6	10.6	130	19	£33540
1.5 BlueHDi (130) auto GT	59.6	10.6	131	21	£36665
54kWh (156) auto Allure	257	9.8	0	24	£38220
54kWh (156) auto GT	257	9.8	0	25	£39990

308 SW: add £1200

408 - 4687x1859mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (145) auto Allure	58.8	10.2	114	20	£35165
1.2T Hybrid (145) auto GT	58.8	10.2	114	22	£38485
1.6 PHEV (225) auto Allure	313.9	7.5	19	29	£41610
1.6 PHEV (225) auto GT	313.9	7.5	19	31	£44930
58kWh (210) auto Allure	280	7.6	0	33	£42185
58kWh (210) auto GT	280	7.6	0	34	£44995

e-Rifter - 4405-4755x1848mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 BlueHDi (130) auto Allure	54.3	10.8	148	14	£26515
1.5 BlueHDi (130) auto GT	54.3	10.8	148	15	£27005
1.5 BlueHDi (130) auto Allure Long	54.3	11.3	152	14	£29310
1.5 BlueHDi (130) auto GT Long	54.3	11.3	152	15	£29800
50kWh (136) auto Allure	199	11.3	0	22	£32250
50kWh (136) auto GT	199	11.3	0	22	£35045
50kWh (136) auto Allure Long	199	11.3	0	23	£33150
50kWh (136) auto GT Long	199	11.3	0	23	£35945

e-Traveller - 4981-5331x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Active	217	14.3	0	38	£48925
75kWh (136) auto Active Long	217	14.3	0	40	£49825

Allure: add £5325

2008 - 4300x1770mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 PureTech (100) Allure	52.7	10.8	129	16	£28540
1.2 PureTech (130) auto Allure	48.9	9.2	138	16	£31395
1.2 Hybrid (136) auto Allure	62.1	8.3	112	23	£32170
54kWh (156) auto Allure	247	9.1	0	26	£35300

GT: add £2150 to Allure (not PureTech 100), **GT Premium:** add £1550 to GT

3008 - 4542x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	10.2	123	22	£36790
1.6 PHEV (195) auto Allure	356.2	7.8	19	32	£40860
73kWh (210) auto Allure	326	8.8	0	32	£45960
97kWh (230) auto Allure	435	8.7	0	N/A	£48660

GT: add £2950-£3530 to Allure

5008 - 4791x1895mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2T Hybrid (136) auto Allure	52.5	11.3	130	23	£39490
1.6 PHEV (195) auto Allure	356.2	8.3	23	35	£43560
73kWh (210) auto Allure	310	9.7	0	33	£48660
97kWh (230) auto Allure	414	9.6	0	N/A	£51360

GT: add £2950-£3530 to Allure

POLESTAR

Dealers: 2 **Warranty:** 3 yrs/60000 mls

Polestar 2 - 4606x1859mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
70kWh (268) auto Standard	344	6.2	0	34	£45160
82kWh (295) auto Long Range	408	5.9	0	35	£49160
82kWh (416) auto LR Dual Motor	369	4.3	0	42	£53160
82kWh (469) at LR Dual Motor Perf	352	4.0	0	42	£57950

Polestar 4 - 4840x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (268) auto Long Range	385	6.9	0	45	£59990
100kWh (536) at Long Dual Motor	367	3.7	0	48	£66990

Polestar 3 - 4900x1968mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
111kWh (295) auto Long Range	438	7.5	0	50	£69900
111kWh (483) auto LR Dual Motor	395	4.8	0	50	£75900
111kWh (510) at LR Dual Motor Perf	352	4.5	0	50	£81500

PORSCHE

Dealers: 36 **Warranty:** 3 yrs/unlimited mls

Taycan - 4963x1966-1998mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	422	4.8	0	50	£88200
97kWh (598) auto 4S	400	3.7	0	50	£96200
97kWh (700) auto GTS	394	3.3	0	50	£118200
97kWh (884) auto Turbo	391	2.7	0	50	£135200
97kWh (952) auto Turbo S	393	2.4	0	50	£162200
97kWh (1034) auto Turbo GT	347	2.3	0	50	£189200
97kWh (1034) at T GT Weissach	345	2.2	0	50	£189200

Taycan Sport Turismo - 4963x1966mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (435) auto	404	4.8	0	50	£89200
97kWh (598) auto 4S	384	3.7	0	50	£97200
97kWh (700) auto GTS	378	3.3	0	50	£119200
97kWh (884) auto Turbo	379	2.7	0	50	£136200
97kWh (952) auto Turbo S	377	2.4	0	50	£163200

Taycan Cross Turismo - 4974x1967mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
97kWh (598) auto 4S	381	3.8	0	50	£99200
97kWh (884) auto Turbo	373	2.8	0	50	£138200
97kWh (952) auto Turbo S	373	2.5	0	50	£165200

Panamera - 5052x1937mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.9 V6 (353) auto	29.1	5.3	219	50	£89400
2.9 V6 (353) auto 4	27.7	5.0	230	50	£92400
2.9 V6 (470) auto 4 E-Hybrid	282.5	4.1	23	50	£99100
2.9 V6 (544) auto 4S E-Hybrid	256.8	3.7	24	50	£110200
4.0 V8 (500) auto GTS	23.5	3.8	274	50	£131700
4.0 V8 (680) auto Turbo E-Hybrid	235.4	3.2	27	50	£151500
4.0 V8 (782) auto Turbo S E-Hybrid	201.8	2.9	31	50	£175100

Macan - 4726x1927mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (265) auto	28.0	6.4	228	39	£56000
2.0T (265) auto T	28.0	6.2	229	39	£61000
3.0 V6 (380) auto S	25.4	4.8	251	42	£63000
3.0 V6 (440) auto GTS	25.0	4.5	255	47	£75000

Macan Electric - 4784x1938mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
100kWh (360) auto	398	5.7	0	44	£68500
100kWh (408) auto 4	381	5.2	0	46	£71200
100kWh (516) auto 4S	377	4.1	0	48	£76900
100kWh (639) auto Turbo	367	3.3	0	50	£96900

Cayenne - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	26.2	6.0	246	44	£77500
4.0 V8TT (474) auto S	22.8	5.0	282	48	£93000
4.0 V8TT (500) auto GTS	22.4	4.7	287	50	£107600
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£86300
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£95200
4.0 V8 (739) auto Turbo E-Hybrid	166.2	3.7	39	50	£140600

Cayenne Coupe - 4930x1983mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6T (353) auto	25.9	5.7	247	44	£81900
4.0 V8TT (474) auto S	22.6	4.7	284	50	£98400
4.0 V8TT (500) auto GTS	22.4	4.4	287	50	£109200
2.9 V6 (470) auto E-Hybrid	188.3	4.9	33	50	£89600
3.0 V6 (519) auto S E-Hybrid	201.8	4.7	31	50	£100000
4.0 V8 (739) auto Turbo E-Hybrid	156.9	3.7	40	50	£146000
4.0 V8 (739) at Turbo E-Hybrid GT	156.9	3.6	40	50	£166100

718 Boxster - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Boxster	30.1	5.1	212	44	£55800
2.0T (300) auto 718 Boxster	31.7	4.9	201	44	£57999
2.5T (350) 718 Boxster S	29.4	4.6	229	46	£65800
2.5T (350) auto 718 Boxster S	29.4	4.4	218	46	£67999
4.0 (400) 718 Boxster GTS 4.0	25.9	4.5	247	49	£77300
4.0 (400) auto 718 Boxster GTS 4.0	28.0	4.0	230	49	£79832

718 Cayman - 4379x1801mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0T (300) 718 Cayman	30.4	5.1	212	42	£53800
2.0T (300) auto 718 Cayman	31.7	4.9	201	42	£55999
2.5T (350) 718 Cayman S	28.0	4.9	228	44	£63800
2.5T (350) auto 718 Cayman S	29.4	4.4	217	44	£65999
4.0 (400) 718 Cayman GTS 4.0	25.9	4.5	247	46	£75300
4.0 (400) at 718 Cayman GTS 4.0	28.0	4.0	230	46	£77832

911 - 4542-4553x1852-1900mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	28.1	3.9	229	50	£103700
3.0TT (394) Carrera T	27.1	4.5	237	50	£115400
3.0TT (480) Carrera S	27.7	3.3	232	50	£120500
3.6TT (541) auto Carrera GTS	27.2	3.0	236	50	£137900
3.6TT (541) auto Carrera 4 GTS	27.1	3.0	236	50	£144400
4.0 (510) GT3	20.7	3.9	310	50	£158200
4.0 (510) auto GT3	20.5	3.4	312	50	£158200
4.0 (525) auto GT3 RS	21.4	3.2	299	50	£192600

GT3 Touring: same price as GT3

911 Cabriolet - 4542-4553x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0TT (394) auto Carrera	27.5	4.1	234	50	£113700
3.0TT (394) Carrera T	26.4	4.7	243	50	£125400
3.0TT (394) auto Carrera S	27.2	3.5	236	50	£130500
3.6TT (541) auto Carrera GTS	26.6	3.1	241	50	£147900
3.6TT (541) auto Carrera 4 GTS	26.6	3.1	241	50	£154400
3.6TT (541) auto Spirit 70	26.5	3.1	242	50	£187700

911 Targa: same price as Carrera 4 GTS

RENAULT

Dealers: 158 **Warranty:** 5 yrs/100000 mls

5 E-Tech - 3922x1774mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
40kWh (120) auto Evolution	192	9.0	0	18	£22995
40kWh (120) auto Techno	191	9.0	0	19	£24995
40kWh (120) auto Iconic Five	190	9.0	0	22	£26995
52kWh (150) auto Techno	252	8.0	0	22	£26995
52kWh (150) auto Iconic Five	251	8.0	0	22	£28995
52kWh (150) auto Roland Garros	252	8.0	0	22	£29995

Clio - 4050x1798mm
Euro NCAP: ★★★★★ **Driver Power:** 32nd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	54.3	12.2	118	10	£18995
1.0 TCe (90) Techno	53.3	12.2	119	11	£20595
1.0 TCe (90) Esprit Alpine	53.3	12.2	120	11	£22195
1.6 E-Tech (145) auto Evolution	65.7	9.3	95	15	£21895
1.6 E-Tech (145) auto Techno	65.7	9.3	97	15	£23495
1.6 E-Tech (145) auto Esprit Alpine	65.7	9.3	97	15	£25095

Megane E-Tech - 4200x1768mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (220) auto Techno Comfort	285	7.5	0	26	£32495
60kWh (220) at Techno Esprit Alpine	282	7.5	0	25	£34995
60kWh (220) at Iconic Esprit Alpine	281	7.5	0	26	£36995

4 E-Tech - 4144x1808mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (150) auto Evolution	247	8.2	0	28	£26995
52kWh (150) auto Techno	244	8.2	0	27	£28995
52kWh (150) auto Iconic	243	8.2	0	28	£30995

Captur - 4239x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TCe (90) Evolution	47.9	13.3	133	11	£22195
1.0 TCe (90) Techno	47.9	13.3	133	11	£23995
1.8 E-Tech (160) auto Evolution	61.4	8.9	103	16	£25195
1.8 E-Tech (160) auto Techno	61.4	8.9	104	16	£26995
1.8 E-Tech (160) auto Esprit Alpine	60.1	8.9	105	17	£28795

Symbioz - 4413x1797mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.3 TCe (140) auto Techno	47.9	11.2	133	16	£27395
1.8 E-Tech (160) auto Techno	65.7	9.1	97	19	£29795
1.8 E-Tech (160) at Techno Alpine	65.7	9.1	97	19	£31795
1.8 E-Tech (160) at Iconic Alpine	65.7	9.1	97	20	£33795

Scenic E-Tech - 4470x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
87kWh (220) auto Techno	379	7.9	0	32	£37195
87kWh (220) at Techno Esprit Alpine	372	7.9	0	32	£39995
87kWh (220) at Iconic Esprit Alpine	369	7.9	0	32	£42195

Austral - 4510x1825mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) at Techno	61.4	8.4	105	21	£34195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.4	106	22	£36695
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.4	106	23	£38695

Rafale - 4710x1866mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 E-Tech hyb (200) auto Techno	60.1	8.6	105	29	£38195
1.2 E-Tech hyb (200) at Techno Alp	60.1	8.6	106	30	£42195
1.2 E-Tech hyb (200) at Iconic Alp	60.1	8.6	107	30	£44695
1.2 E-Tec PHEV (300) at Techno Alp	564.9	6.4	12	38	£45695
1.2 E-Tec PHEV (300) at Atelier Alp	470.8	6.4	15	39	£49695

ROLLS-ROYCE

Dealers: 6 **Warranty:** 4 yrs/unlimited mls

Cullinan - 5341x2164mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.1	5.2	341	50	£332000
6.75 V12 (600) auto Black Badge	17.3	5.1	343	50	£380000

Ghost - 5545-5715x2148mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.6	4.6	347	50	£278000
6.75 V12 (571) auto EWB	18.5	4.6	348	50	£310400
6.75 V12 (600) auto Black Badge	17.9	4.5	359	50	£323000

Phantom - 5762-5982x2018mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
6.75 V12 (571) auto	18.8	5.1	328	50	£417200
6.75 V12 (571) auto EWB	18.6	5.2	328	50	£479000

Spectre - 5475x1996mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
120kWh (577) auto	323	4.5	0	50	£332000

SEAT

Dealers: 128 **Warranty:** 3 yrs/60000 mls

Ibiza - 4059x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE	55.4	11.0	117	11	£19725
1.0 TSI (95) FR	52.3	11.0	123	12	£22105
1.0 TSI (95) Xcellence	51.4	11.0	126	12	£22320
1.0 TSI (115) FR	51.4	9.7	124	15	£22520
1.0 TSI (115) Xcellence	51.4	9.7	125	15	£22575
1.0 TSI (115) auto FR	51.4	9.9	126	15	£23600
1.0 TSI (115) auto Xcellence	50.4	9.9	126	15	£23655

SE Technology: add £1070 to SE
FR Sport: add £915 to FR
Xcellence Lux: add £1250 to Xcellence **Anniversary Edition:** add £955 to FR Sport

Leon - 4368x1991mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) SE	50.4	10.4	128	14	£24250
1.5 TSI (115) FR	48.7	10.4	131	14	£27785
1.5 eTSI (115) auto SE	53.3	10.4	120	14	£27280
1.5 eTSI (115) auto FR	52.3	10.4	123	15	£30025
1.5 TSI (150) FR	48.7	8.7	131	19	£29365
1.5 eTSI (150) auto FR	52.3	8.7	123	19	£31375
1.5 e-Hybrid (204) auto FR	706.2	7.7	8	24	£36445
2.0 TDI (115) SE	62.8	8.7	119	19	£27190
2.0 TDI (150) FR	58.9	8.7	127	19	£31420

Leon ST estate: add £1480
SE Dynamic: add £1680 to SE
FR Sport: add £1915 to FR (not 1.0 TSI manual)

Arona - 4138x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) S	49.6	11.3	129	10	£19995
1.0 TSI (95) SE	51.4	11.3	124	10	£22460
1.0 TSI (115) FR	52.3	10.0	124	14	£25875
1.0 TSI (115) Xperience	52.3	10.0	123	14	£26595
1.0 TSI (115) auto SE	50.4	10.3	127	12	£23700
1.0 TSI (115) auto FR	50.4	10.3	128	14	£26955
1.0 TSI (115) auto Xperience	50.4	10.3	128	14	£27595
1.5 TSI (150) auto FR	49.6	8.4	129	18	£27240

SE Technology: add £1065 to SE
FR Sport: add £1170 to FR **Xperience Lux:** add £1665 to Xperience

Ateca - 4381x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) SE	47.1	11.0	137	13	£28635
1.5 Eco TSI (150) SE	45.6	9.0	141	18	£30560
1.5 Eco TSI (150) FR	43.5	9.0	148	18	£32430
1.5 Eco TSI (150) Xperience	43.5	9.0	149	18	£32715
1.5 Eco TSI (150) auto SE	44.1	9.0	145	18	£32180
1.5 Eco TSI (150) auto FR	42.8	9.0	150	18	£33840
1.5 Eco TSI (150) auto Xperience	42.8	9.0	151	18	£34505

SE Technology: add £875 to SE
FR Sport: add £2545 to FR **Xperience Lux:** add £3285 to Xperience

SERES

Dealers: TBC **Warranty:** 5 yrs/75000 mls

Seres 3 - 4385x1850mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
54kWh (160) auto Active	205	8.9	0	N/A	£29995
54kWh (160) auto Spirit	205	8.9	0	N/A	£31995

SKODA

Dealers: 135 **Warranty:** 3 yrs/60000 mls

Fabia - 4108x1780mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 MPI (80) SE Edition	53.9	15.7	116	4	£19880
1.0 MPI (80) Design Edition	54.3	15.7	116	4	£20680
1.0 TSI (95) SE Edition	55.8	10.7	117	11	£20430
1.0 TSI (95) Design Edition	56.2	10.7	117	11	£21230
1.0 TSI (116) SE Edition	55.6	9.3	116	15	£20930
1.0 TSI (116) Design Edition	56.1	9.3	116	15	£21730
1.0 TSI (116) SE L Edition	56.0	9.3	117	15	£22615
1.0 TSI (116) Monte Carlo Edition	54.6	9.3	118	15	£23115
1.0 TSI (116) auto SE Edition	53.8	9.7	126	14	£21930
1.0 TSI (116) auto Design Edition	54.2	9.7	126	14	£22730
1.0 TSI (116) auto SE L Edition	54.1	9.7	127	14	£23565
1.0 TSI (116) at Monte Carlo Edition	52.7	9.7	128	15	£24065
1.5 TSI (150) auto Design Edition	52.1	8.0	124	20	£24445
1.5 TSI (150) auto SE L Edition	52.1	8.0	124	20	£25280
1.5 TSI (150) at Monte Carlo Edition	50.9	8.0	125	20	£25780

Scala - 4362x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	55.4	10.8	119	12	£22255
1.0 TSI (116) SE Edition	54.8	9.5	119	15	£23230
1.0 TSI (116) Monte Carlo Edition	52.5	9.5	119	16	£27955
1.0 TSI (116) auto SE Edition	52.9	10.1	130	14	£24580
1.0 TSI (116) at Monte Carlo Edition	51.0	10.1	130	15	£29305
1.5 TSI (150) SE Edition	52.3	8.2	124	20	£24530
1.5 TSI (150) Monte Carlo Edition	50.4	8.2	124	21	£29255
1.5 TSI (150) auto SE Edition	52.1	8.2	131	21	£25880
1.5 TSI (150) at Monte Carlo Edition	50.5	8.2	131	21	£30605

SE L Edition: add £1800 to SE Edition

Octavia - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	54.3	10.4	118	14	£26775
1.5 TSI (116) auto SE Technology	57.5	10.6	112	14	£28815
1.5 TSI (150) SE L	53.3	8.5	121	20	£31250
1.5 TSI (150) SportLine	51.4	8.5	125	21	£32255
1.5 TSI e-Tec (150) auto SE L	57.3	8.5	112	20	£33290
1.5 TSI e-Tec (150) auto SportLine	55.2	8.5	117	21	£34295
2.0 TSI (265) auto vRS	40.3	6.5	159	27	£38670
2.0 TDI (116) SE Technology	66.2	10.0	112	17	£29320
2.0 TDI (116) SE L	65.5	10.0	113	18	£32370
2.0 TDI (150) auto SE Technology	63.4	8.5	117	21	£31720
2.0 TDI (150) auto SE L	62.8	8.5	118	22	£34770
2.0 TDI (150) auto SportLine	60.6	8.5	122	22	£35775

Octavia Estate - 4698x1829mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SE Technology	52.9	10.5	121	14	£27755
1.5 TSI (116) auto SE Technology	56.1	10.7	115	14	£29795
1.5 TSI (150) SE L	51.7	8.6	124	20	£32480
1.5 TSI (150) SportLine	50.5	8.6	127	20	£33285
1.5 TSI e-Tec (150) auto SE L	55.8	8.6	115	20	£34520
1.5 TSI e-Tec (150) auto SportLine	54.4	8.6	118	21	£35325
2.0 TSI (265) auto vRS	40.8	6.4	158	27	£39775
2.0 TDI (116) SE Technology	64.7	10.1	114	17	£30300
2.0 TDI (116) SE L	63.9	10.1	116	17	£33600
2.0 TDI (150) auto SE Technology	62.1	8.6	119	21	£32700
2.0 TDI (150) auto SE L	61.5	8.6	121	22	£36000
2.0 TDI (150) auto SportLine	59.9	8.6	124	22	£36805

Superb - 4912x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	54.2	9.2	119	23	£34875
1.5 TSI e-Tec (150) auto SE L	52.1	9.2	123	24	£38230
2.0 TSI (265) auto 4x4 L&K	36.3	5.6	177	34	£46355
2.0 TDI (150) auto SE Technology	58.0	9.2	128	24	£35390
2.0 TDI (150) auto SE L	56.0	9.2	133	25	£38405
2.0 TDI (193) auto 4x4 SE L	48.3	7.5	153	31	£42020
2.0 TDI (193) auto 4x4 L&K	47.8	7.5	156	31	£45740

Superb Estate - 4902x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE Tech	52.9	9.3	122	23	£36175
1.5 TSI e-Tec (150) auto SE L	51.0	9.3	126	24	£39530
1.5 TSI iV (204) auto SE Technology	784.3	8.1	8	29	£41465
1.5 TSI iV (204) auto SE L	682.8	8.1	9	30	£44820
1.5 TSI iV (204) auto L&K	735.7	8.1	9	30	£48540
2.0 TSI (265) auto 4x4 L&K	35.7	5.7	180	35	£47655
2.0 TDI (150) auto SE Technology	56.9	9.3	130	24	£36725
2.0 TDI (150) auto SE L	55.1	9.3	135	25	£39705
2.0 TDI (193) auto 4x4 SE L	47.7	7.6	155	30	£43320
2.0 TDI (193) auto 4x4 L&K	47.1	7.6	157	30	£47040

Kamiq - 4241x1793mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) SE Edition	51.8	11.0	123	12	£24190
1.0 TSI (116) SE Edition	52.2	9.7	122	16	£25120
1.0 TSI (116) SE L Edition	50.8	9.7	126	15	£27335
1.0 TSI (116) auto SE Edition	50.5	10.2	127	16	£26520
1.0 TSI (116) auto SE L Edition	49.3	10.2	130	15	£28785
1.5 TSI (150) SE Edition	49.7	8.3	129	19	£26465
1.5 TSI (150) SE L Edition	48.2	8.3	132	20	£28730
1.5 TSI (150) auto SE Edition	49.6	8.3	129	20	£27865
1.5 TSI (150) auto SE L Edition	48.3	8.3	132	20	£30130

Monte Carlo Edition: add £2100 to SE L Edition

Elroq - 4488x1884mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
55kWh (170) auto 50 SE	232	8.7	0	22	£31500
63kWh (204) auto 60 SE L	265	7.7	0	27	£33350
63kWh (204) auto 60 Edition	265	7.7	0	27	£34450
63kWh (204) auto 60 SportLine	263	7.7	0	28	£37400
82kWh (286) auto 85 Edition	360	6.4	0	32	£38650
82kWh (286) auto 85 SportLine	355	6.4	0	34	£41600

Enyaq - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
63kWh (204) auto 60 SE L	268	8.1	0	N/A	£39000
63kWh (204) auto 60 Edition	268	8.1	0	N/A	£40100
82kWh (286) auto 85 Edition	359	6.7	0	N/A	£44300
82kWh (286) auto 85x SportLine	332	6.7	0	N/A	£48750

Enyaq Coupe - 4658x1879mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
82kWh (286) auto 85 Edition	365	6.7	0	N/A	£46200
82kWh (286) auto 85x SportLine	334	6.7	0	N/A	£50650

Karoq - 4390x1841mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (116) SE Drive	48.0	10.3	134	14	£29775
1.0 TSI (116) SE L	47.6	10.3	135	15	£31950
1.5 TSI (150) SE Drive	47.1	8.9	137	19	£30950
1.5 TSI (150) SE L	46.9	8.9	137	19	£33125
1.5 TSI (150) SportLine	45.0	8.9	143	20	£36190
1.5 TSI (150) auto SE Drive	46.2	9.0	139	19	£32400
1.5 TSI (150) auto SE L	46.0	9.0	140	19	£34575
1.5 TSI (150) auto SportLine	44.5	9.0	144	20	£37640
2.0 TSI (190) auto 4x4 SportLine	36.8	7.0	175	26	£41450
2.0 TDI (150) auto 4x4 SE L	48.9	8.7	152	20	£39560
2.0 TDI (150) auto 4x4 SportLine	48.8	8.7	152	21	£42625

Kodiaq - 4758x1864mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI e-Tec (150) auto SE 5st	47.4	9.7	136	18	£36645
1.5 TSI e-Tec (150) auto SE L 7st	44.5	9.9	145	19	£40205
1.5 TSI e-Tec (150) at SportLine 7st	45.2	9.9	143	20	£42705
1.5 TSI iV (204) auto SE 5st	691.5	8.4	9	24	£41935
1.5 TSI iV (204) auto SE L 5st	578.4	8.4	11	24	£44635
1.5 TSI iV (204) auto SportLine 5st	598.1	8.4	11	25	£47135
2.0 TSI (204) auto 4x4 SE L 7st	36.6	7.5	175	27	£45255
2.0 TSI (204) auto 4x4 SportLine 7st	36.4	7.5	176	27	£52595
2.0 TSI (265) auto 4x4 vRS 7st	33.8	6.4	194	31	£47755
2.0 TDI (150) auto SE 5st	53.2	9.6	139	20	£38945
2.0 TDI (150) auto SE L 7st	49.8	9.8	149	21	£42505
2.0 TDI (193) auto 4x4 SE L 7st	44.1	8.0	168	26	£46225
2.0 TDI (193) at 4x4 SportLine 7st	44.6	8.0	166	26	£48725

Seven seats: add £860 to SE (not iV)

SKYWELL

Dealers: TBC **Warranty:** 7 yrs/100000 mls

BE11 - 4720x1908mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
72kWh (204) auto Standard Range	248	9.6	0	N/A	£36940
86kWh (204) auto Long Range	304	9.6	0	N/A	£39940

SMART

Dealers: 48 **Warranty:** 3 yrs/unlimited mls

#1 - 4270x1822mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	193	6.7	0	30	£31950
62kWh (272) auto Pro+	260	6.7	0	30	£35950
62kWh (272) auto Premium	273	6.7	0	31	£38950
62kWh (428) auto Brabus	248	3.9	0	37	£43450

#3 - 4400x1844mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (272) auto Pro	202	5.8	0	33	£32950
62kWh (272) auto Pro+	270	5.8	0	34	£36950
62kWh (272) auto Premium	283	5.8	0	36	£39950
62kWh (272) auto Anniversary Ed	283	5.8	0	36	£40950
62kWh (428) auto Brabus	258	3.7	0	41	£45450

SUBARU

Dealers: 70 **Warranty:** 3 yrs/100000 mls

Crosstrek - 4495x1800mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (136) at AWD Limited	36.8	10.8	174	15	£34995

Touring: add £2000 to Limited

Solterra - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (215) auto Limited AWD	289	6.9	0	N/A	£52495

Touring: add £3000 to Limited

Forester - 4625x1815mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 e-Boxer (150) auto AWD XE	34.7	11.8	185	23	£37995

Premium: add £3000 to XE

Outback - 4870x1875mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5i (169) auto AWD Limited	32.8	10.2	193	19	£37995

Field: add £4000 to Limited
Touring: add £5500 to Limited

SUZUKI

Dealers: 149 **Warranty:** 3 yrs/60000 mls

Swift - 3860x1735mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 MHEV (82) Motion	64.2	12.5	99	21	£19199
1.2 MHEV (82) Ultra	64.2	12.5	99	21	£20299
1.2 MHEV (82) Ultra 4x4	57.6	13.6	110	20	£21549
1.2 MHEV (82) auto Motion	60.1	11.9	106	22	£20449
1.2 MHEV (82) auto Ultra	60.1	11.9	106	22	£21549

Vitara - 4185x1775mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	119	22	£26949
1.4 Boosterjet (129) Ultra	53.2	9.5	120	22	£28649
1.4 Boosterjet (129) Ultra 4x4	52.3	10.2	128	22	£30449
1.5 Hybrid (115) auto Motion	56.4	12.7	113	16	£28699
1.5 Hybrid (115) auto Ultra	56.4	12.7	114	17	£30399
1.5 Hybrid (115) auto Ultra 4x4	50.4	13.5	127	16	£32199

S-Cross - 4300x1785mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.4 Boosterjet (129) Motion	53.2	9.5	120	22	£26699
1.4 Boosterjet (129) Ultra 4x4	47.8	10.2	133	22	£29699
1.5 Hybrid (115) auto Motion	54.3	12.7	118	16	£28449
1.5 Hybrid (115) auto Ultra 4x4	48.7	13.5	132	16	£31449

Across - 4635x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 PHEV (306) auto E-Four	282.4	6.0	22	39	£49529

TESLA

Dealers: 17 **Warranty:** 4 yrs/50000 mls

Model 3 - 4694x1849mm
Euro NCAP: ★★★★★ **Driver Power:** 25th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
60kWh (245) auto RWD	318	5.8	0	36	£39990
79kWh (320) auto RWD Long Range	436	4.9	0	38	£44990
79kWh (351) auto AWD Long Range	390	4.2	0	41	£49990
79kWh (460) at AWD Performance	328	2.9	0	48	£59990

Model Y - 4751x1978mm
Euro NCAP: ★★★★★ **Driver Power:** 15th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
81kWh (342) auto RWD Long Range	373	5.9	0	45	£46990
81kWh (384) auto AWD Long Range	331	4.8	0	48	£52990
81kWh (426) at AWD Performance	319	3.5	0	50	£59990

Seven seats: add £2500 to AWD LR

TOYOTA

Dealers: 206 **Warranty:** 3 yrs/60000 mls

Aygo X - 3465x1615mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 VVT-i (72) Pure	58.9	14.9	109	5	£16140
1.0 VVT-i (72) Edge	58.9	14.9	110	5	£17180
1.0 VVT-i (72) auto Pure	56.5	14.8	113	6	£17245
1.0 VVT-i (72) auto Edge	56.5	14.8	113	6	£18285

Exclusive: add £1810 to Edge

Yaris - 3940x1745mm
Euro NCAP: ★★★★★ **Driver Power:** 35th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (114) auto Icon	68.9	9.7	92	13	£22640
1.5 VVT-i Hybrid (114) auto Design	68.9	9.7	91	14	£23545
1.5 VVT-i Hybrid (114) auto GR Sport	68.9	9.7	97	14	£28815
1.5 VVT-i Hybrid (114) auto Excel	68.9	9.7	96	14	£26710
1.5 VVT-i Hybrid (114) auto Premiere	68.9	9.7	96	14	£28935

GR Yaris - 3995x1805mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.6T (257) GR Yaris	34.3	5.5	186	35	£32205
1.6T (257) GR Yaris Convenience	34.3	5.5	186	35	£34385
1.6T (257) GR Yaris Circuit Pack	34.3	5.5	186	36	£35705

Corolla - 4370x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	64.2	9.1	100	17	£30505
1.8 VVT-i Hybrid (140) auto Design	61.4	9.1	104	17	£32140
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.1	105	17	£33405
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.1	106	18	£34240
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.4	98	21	£32250
2.0 VVT-i Hybrid (196) auto Design	62.8	7.4	102	21	£33885
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.4	103	21	£35150
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.4	103	22	£35985

Corolla Touring Sports - 4650x1790mm
Euro NCAP: ★★★★★ **Driver Power:** 23rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	62.8	9.4	101	17	£31840
1.8 VVT-i Hybrid (140) auto Design	60.1	9.4	106	17	£33475
1.8 VVT-i Hybrid (140) at GR Sport	60.1	9.4	107	17	£35120
1.8 VVT-i Hybrid (140) auto Excel	60.1	9.4	107	18	£35955
2.0 VVT-i Hybrid (196) auto Icon	64.2	7.7	100	21	£33585
2.0 VVT-i Hybrid (196) auto Design	61.4	7.7	104	21	£35220
2.0 VVT-i Hybrid (196) at GR Sport	61.4	7.7	105	21	£36865
2.0 VVT-i Hybrid (196) auto Excel	61.4	7.7	105	22	£37700

Prius Plug-in - 4599x1782mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 VVT-i Hybrid (223) auto Design	565.0	6.8	12	31	£37315
2.0 VVT-i Hybrid (223) auto Excel	403.5	6.8	17	31	£39955

Proace City Verso Elec - 4403-4753x1848mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Icon Medium	160	11.2	0	18	£31849
50kWh (136) auto Design Medium	160	11.2	0	19	£36464
50kWh (136) auto Icon Long	160	11.2	0	19	£33129

Proace Verso Electric - 4959-5309x1920mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
75kWh (136) auto Icon Medium 8st	143	12.1	0	N/A	£45769
75kWh (136) at Design Medium 8st	143	12.1	0	N/A	£49263
75kWh (136) auto Icon Long 9st	143	12.1	0	N/A	£46477
75kWh (136) auto Design Long 8st	143	12.1	0	N/A	£53766
75kWh (136) auto Excel Long 7st	143	12.1	0	N/A	£55866

Yaris Cross - 4180x1765mm
Euro NCAP: ★★★★★ **Driver Power:** 41st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 VVT-i Hybrid (116) auto Icon	64.1	11.2	100	11	£25530
1.5 VVT-i Hybrid (116) auto Design	64.1	11.2	102	12	£27130
1.5 VVT-i Hybrid (116) auto Excel	64.1	11.2	112	12	£30565
1.5 VVT-i Hybrid (116) at GR Sport	64.1	11.2	112	12	£31320
1.5 VVT-i Hyb (116) at AWD Excel	55.3	11.8	115	12	£32925

C-HR - 4362x1832mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.8 VVT-i Hybrid (140) auto Icon	60.1	10.2	105	20	£31300
1.8 VVT-i Hybrid (140) auto Design	58.9	10.2	108	20	£34695
1.8 VVT-i Hybrid (140) auto Excel	57.7	10.2	110	22	£38160
2.0 VVT-i Hybrid (197) at GR Sport	57.7	8.1	110	27	£40655
2.0 VVT-i PHEV (223) auto Design	353.1	7.2	19	25	£39145
2.0 VVT-i PHEV (223) auto Excel	353.1	7.2	19	27	£42610
2.0 VVT-i PHEV (223) at GR Sport	353.1	7.2	19	26	£43540

bZ4X - 4690x1860mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
71.4kWh (201) auto Pure FWD	318	7.5	0	35	£42860
71.4kWh (201) auto Motion FWD	313	7.5	0	36	£45210
71.4kWh (215) auto Motion AWD	286	6.9	0	38	£47810

Vision: add £3600 to Motion

RAV4 - 4600x1855mm
Euro NCAP: ★★★★★ **Driver Power:** 31st

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.5 VVT-i Hyb (218) at Design FWD	50.4	8.4	129	26	£39885
2.5 VVT-i Hyb (222) at Design AWD	48.7	8.1	131	28	£42270
2.5 VVT-i PHV (306) at Design AWD	282.4	6.0	22	36	£44175

Excel: add £2985 to Design (not PHEV) **GR Sport:** add £4545 to Hybrid Design AWD, add £4815 to PHEV Design

Land Cruiser - 4925x1980mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) auto Invincible	26.4	10.9	276	48	£74995
2.8 D-4D (204) auto First Edition	26.4	10.9	276	49	£79995

Hilux - 5325x1855-1900mm
Euro NCAP: ★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.8 D-4D (204) D Cab Invincible	33.2	10.1	223	45	£41960
2.8 D-4D (204) D Cab Invincible X	33.2	10.1	225	45	£46020
2.8 D-4D mHEV (204) at DC Invinc	30.0	10.7	259	45	£43127
2.8 D-4D mHEV (204) at DC Invinc X	30.0	10.7	259	45	£47542
2.8 D-4D (204) at D Cab GR Sport	30.0	10.7	N/A	45	£49750
2.8 D-4D (204) at Invincible X AT35	30.0	10.7	N/A	45	£73940

VAUXHALL

Dealers: 338 **Warranty:** 3 yrs/60000 mls

Corsa - 4055x1765mm
Euro NCAP: ★★★★ **Driver Power:** 43rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (100) Yes	54.3	9.9	118	N/A	£18505
1.2 Turbo (100) Design	54.3	9.9	117	20	£20535
1.2 Turbo (100) GS	54.3	9.9	117	19	£22915
1.2 Turbo (100) auto Design	51.4	10.2	125	19	£22265
1.2 Hybrid (110) auto Design	61.4	10.7	102	19	£22900
1.2 Hybrid (110) auto GS	62.8	10.7	104	19	£25280
1.2 Hybrid (145) auto GS	60.1	8.6	106	25	£26250
1.2 Turbo (130) auto GS	49.6	8.7	127	23	£25615
50kWh (136) auto Yes	221	8.2	0	N/A	£26895
50kWh (136) auto Design	219	8.2	0	28	£29045
50kWh (136) auto GS	214	8.2	0	26	£31230
54kWh (156) auto Design	246	8.2	0	30	£30440
54kWh (156) auto GS	246	8.2	0	28	£32625

Ultimate: add £2780 to GS 1.2T (100)/Hybrid (136), add £2145 to 1.2T (130), add £1810 to GS electric

Astra - 4374x1860mm
Euro NCAP: ★★★★ **Driver Power:** 3rd

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (110) Design	51.4	10.5	123	16	£26970
1.2 Turbo (130) Design	51.4	9.7	123	17	£27570
1.2 Turbo (130) GS	51.4	9.7	124	19	£29865
1.2 Turbo (130) auto Design	50.4	9.7	127	18	£29070
1.2 Turbo (130) auto GS	50.4	9.7	127	20	£31415
1.2T Hybrid (145) auto Design	60.1	9.0	106	20	£30035
1.2T Hybrid (145) auto GS	60.1	9.0	109	20	£32330
1.6 PHEV (180) auto GS	256.0	9.3	24	24	£37935
1.6 PHEV (225) auto GSe	256.0	7.5	25	31	£41800
54kWh (156) auto Design	254	9.2	0	26	£34945
54kWh (156) auto GS	254	9.2	0	26	£37240

Sports Tourer estate: add £2200
Ultimate: add £3115 to GS 1.2T/PHEV, add £2200 to GS 1.2T auto, add £3140 to GS Hybrid, add £2115 to GS Electric

Combo Life Electric - 4403-4753x1921mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
50kWh (136) auto Design	211	11.7	0	21	£32180
50kWh (136) auto Ultimate	210	11.7	0	22	£34695
50kWh (136) auto Design XL 7st	213	11.7	0	23	£33080
50kWh (136) auto Ultimate XL 7st	208	11.7	0	23	£35595

Vivaro Life Electric - 4956-5306x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
49kWh (136) auto Combi	84	14.3	0	36	£37145
49kWh (136) auto XL Combi	84	14.3	0	36	£43725
75kWh (136) auto Combi	133	14.3	0	36	£43725
75kWh (136) auto XL Combi	133	14.3	0	36	£48795

Design: add £5605 to 75kWh Combi
Ultimate: add £5325 to Design

Mokka - 4151x1791mm
Euro NCAP: N/A **Driver Power:** 18th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Turbo (136) Design	49.5	8.9	129	22	£24705
1.2 Turbo (136) GS	49.5	8.9	129	21	£25905
1.2 Turbo (130) auto Design	45.5	8.9	139	22	£26305
1.2 Turbo (130) auto GS	46.3	8.9	138	21	£27505
1.2 Hybrid (145) auto Design	58.8	8.2	108	24	£27305
1.2 Hybrid (145) auto GS	57.6	8.2	110	23	£28505
54kWh (156) Design	249	9.0	0	24	£33245
54kWh (156) GS	250	9.0	0	23	£35905

Ultimate: add £2250 to GS 1.2, add £2275 to GS Hybrid, add £3000 to GS Electric

Frontera - 4385x1795mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (100) auto Design	53.3	11.0	119	17	£23495
1.2 Hybrid (100) auto GS	53.3	11.0	120	19	£25395
1.2 Hybrid (136) auto Design	53.3	9.0	119	22	£25005
1.2 Hybrid (136) auto GS	53.3	9.0	120	23	£26905
44kWh (113) auto Design	186	12.1	0	16	£23495
44kWh (113) auto GS	186	12.1	0	17	£25395

Seven seats: add £550 to 1.2 GS

Grandland - 4477x1856mm
Euro NCAP: ★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.2 Hybrid (145) auto Design	50.4	10.2	124	N/A	£34700
1.2 Hybrid (145) auto GS	51.4	10.2	124	N/A	£36650
1.2 Hybrid (145) auto Ultimate	51.4	10.2	124	N/A	£38400
73kWh (213) auto Design	318	9.0	0	35	£40995
73kWh (213) auto GS	323	9.0	0	36	£43145
73kWh (213) auto Ultimate	318	9.0	0	36	£45195

VOLKSWAGEN

Dealers: 223 **Warranty:** 3 yrs/60000 mls

Polo - 4074x1751mm
Euro NCAP: ★★★★★ **Driver Power:** 34th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 (80) Life	52.7	15.6	122	1	£21470
1.0 TSI (95) Life	55.2	10.8	116	8	£22410
1.0 TSI (95) R-Line	55.1	10.8	117	11	£24810
1.0 TSI (95) Edition 50	51.7	10.8	124	11	£26350
1.0 TSI (95) auto Life	52.7	11.5	122	8	£23845
1.0 TSI (115) auto R-Line	52.3	9.8	123	11	£27470
1.0 TSI (115) auto Black Edition	50.0	9.8	129	11	£27970
2.0 TSI (207) auto GTI	43.1	6.5	149	23	£30740

Match: add £690 to 1.0 TSI (95) Life

Golf - 4284x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	53.6	9.9	121	17	£28150
1.5 TSI (115) Match	52.8	9.9	122	17	£28325
1.5 eTSI (115) auto Style	53.4	9.9	120	18	£31010
1.5 TSI (150) Match	52.0	8.6	124	21	£29465
1.5 TSI (150) R-Line	50.7	8.6	127	21	£31490
1.5 eTSI (150) auto Match	54.9	8.4	117	22	£31065
1.5 eTSI (150) auto R-Line	52.6	8.4	122	22	£33090
1.5 TSI PHEV (204) auto Match	1084.1	7.2	6	26	£36420
1.5 TSI PHEV (272) auto GTE	863.2	6.6	8	30	£40140
2.0 TSI (265) auto GTI	39.6	5.9	162	31	£40875
2.0 TSI (300) auto GTI Clubsport	37.4	5.6	171	31	£43215
2.0 TSI (333) auto 4MOTION R	34.9	4.6	184	33	£45800
2.0 TDI (115) Match	64.6	10.2	115	19	£30120
2.0 TDI (150) auto R-Line	60.5	8.0	122	24	£34890

Style: add £1475 to Match (not 1.5 TSI 115, 2.0 TDI) **Black Edition:** add £1000 to R-Line **R Black Edition:** add £1250 to R

Golf Estate - 4633x1789mm
Euro NCAP: ★★★★★ **Driver Power:** 49th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (115) Life	52.5	10.2	123	17	£29500
1.5 eTSI (115) auto Life	53.9	10.3	119	17	£31100
1.5 TSI (150) Life	51.5	8.8	125	21	£30630
1.5 TSI (150) Style	50.2	8.8	128	22	£32300
1.5 eTSI (150) auto Life	53.7	8.6	120	22	£32230
1.5 eTSI (150) auto Style	54.2	8.6	119	23	£33900
2.0 TSI (333) auto 4MOTION R	34.6	4.8	185	33	£47150
2.0 TDI (115) Life	64.4	10.5	115	19	£31295
2.0 TDI (150) auto Style	61.0	8.4	122	24	£35695

R-Line: add £540 to Style

ID.3 - 4261x1809mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Essential	241	8.2	0	20	£30860
58kWh (204) auto Pro Essential	269	7.6	0	26	£35740
77kWh (204) auto Pro S Essential	346	8.2	0	30	£39230
79kWh (326) auto GTX Performance	369	5.7	0	34	£46325

Match: add £710-£1360 to Essential

Passat Estate - 4917x1849mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 eTSI (150) auto Life	52.6	9.2	122	25	£39950
1.5 eTSI (150) auto Elegance	52.3	9.2	123	26	£43045
1.5 eTSI (150) auto R-Line	50.9	9.2	126	26	£43955
2.0 TSI (204) auto R-Line	40.4	7.5	159	N/A	£47715
1.5 TSI PHEV (204) auto Life	904.6	8.1	7	30	£44555
1.5 TSI PHEV (204) auto Elegance	882.5	8.1	7	32	£47650
1.5 TSI PHEV (204) auto R-Line	789.5	8.1	8	32	£48900
1.5 TSI PHEV (272) auto Elegance	853.3	7.1	8	34	£50370
1.5 TSI PHEV (272) auto R-Line	760.9	7.1	8	34	£51420

ID.7 - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	380	6.5	0	38	£51005
86kWh (286) auto Pro S Match Plus	433	6.6	0	39	£54490
86kWh (340) auto 4MOTION GTX+	364	5.4	0	41	£59110

ID.7 Tourer - 4961x1862mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
77kWh (286) auto Pro Match Plus	372	6.6	0	38	£51795
86kWh (286) auto Pro S Match Plus	422	6.7	0	38	£55280
86kWh (340) auto 4MOTION GTX+	357	5.5	0	41	£59900

ID.Buzz - 4962-4712x1985mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
79kWh (286) auto Life SWB	283	7.6	0	37	£59135
79kWh (286) auto Style SWB	277	7.6	0	40	£63935
79kWh (340) at 4MOTION GTX SWB	255	6.1	0	42	£67535
86kWh (286) auto Life LWB	293	7.9	0	37	£59645
86kWh (286) auto Style LWB	286	7.9	0	40	£64445
86kWh (340) at 4MOTION GTX LWB	282	6.4	0	42	£68045

Six seats: add £150 to SWB

Caddy - 4500-4853x1855mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (116) SWB	43.5	11.9	149	8	£29113
1.5 TSI (116) California SWB	42.2	11.9	153	8	£36215
1.5 TSI (116) auto Life SWB	42.2	11.9	153	10	£35129
1.5 TSI (116) auto California SWB	41.5	11.9	155	10	£38447
2.0 TDI (102) SWB	53.3	13.5	140	9	£30757
2.0 TDI (102) Life SWB	52.3	13.5	141	9	£33655
2.0 TDI (122) auto SWB	51.4	11.4	145	12	£34303
2.0 TDI (122) auto Life SWB	50.4	11.4	146	12	£37201
2.0 TDI (122) auto California Maxi	49.6	11.4	150	12	£42364

Maxi: add £1003-£1378 to SWB

Multivan - 4973-5173x1941mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI PHEV (245) at 4MOT Life	353.1	9.0	19	36	£54525
1.5 TSI PHEV (245) at 4MOT Style	313.9	9.0	19	36	£65385
1.5 TSI PHEV (245) at 4MT Life Long	313.9	9.0	19	37	£56001
1.5 TSI PHEV (245) at 4MT Styl Long	313.9	9.0	20	37	£66825
2.0 TSI (204) auto Style	31.7	9.0	202	26	£66925
2.0 TSI (204) auto Style Long	31.7	9.0	203	27	£66925
2.0 TDI (150) auto Life	43.5	11.6	172	26	£49913
2.0 TDI (150) auto Style	43.5	11.6	171	30	£61411
2.0 TDI (150) auto Life Long	43.5	11.6	170	28	£51371
2.0 TDI (150) auto Style Long	42.8	11.6	172	28	£62869

Grand California - 5986-6836x2040mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (163) auto 600 3.5t	26.2	N/A	285	N/A	£84151
2.0 TDI (163) auto 600 3.88t	25.9	N/A	286	N/A	£84820
2.0 TDI (163) auto 680 3.88t	25.9	N/A	287	N/A	£86896
2.0 TDI (163) auto 4MOT 680 3.88t	N/A	N/A	N/A	N/A	£94840

Taigo - 4266x1757mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	53.2	11.1	121	12	£24770
1.0 TSI (115) Life	53.0	9.9	121	14	£25605
1.0 TSI (115) Black Edition	51.3	9.9	126	14	£29770
1.0 TSI (115) auto Life	51.1	10.2	126	14	£27200
1.0 TSI (115) auto Style	50.4	10.2	128	14	£30140
1.0 TSI (115) auto R-Line	50.5	10.2	127	14	£31095
1.5 TSI (150) auto R-Line	48.8	8.2	132	22	£32640

Match: add £175 to Life
Black Edition: add £490 to R-Line

T-Cross - 4235x1782mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (95) Life	51.5	11.3	125	9	£25425
1.0 TSI (115) Life	51.5	10.1	125	10	£26270
1.0 TSI (115) Style	50.5	10.1	127	10	£29080
1.0 TSI (115) R-Line	50.6	10.1	127	10	£29965
1.0 TSI (115) auto Life	49.7	10.3	129	10	£27880
1.0 TSI (115) auto Style	49.0	10.3	131	10	£30790
1.0 TSI (115) auto R-Line	49.1	10.3	131	10	£31765
1.5 TSI (150) auto Style	47.2	8.4	136	16	£32240
1.5 TSI (150) auto R-Line	47.4	8.4	135	16	£33175

Match: add £175 to Life
R-Line: add £935 to Style
Black Edition: add £500 to R-Line

T-Roc - 4236x1819mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Life	48.9	10.1	132	18	£29410
1.5 TSI (150) Life	47.3	8.4	136	17	£30980
1.5 TSI (150) Style	47.4	8.4	136	17	£33900
1.5 TSI (150) auto Life	46.8	8.3	138	18	£32720
1.5 TSI (150) auto Style	46.8	8.3	137	18	£35640
2.0 TSI (300) auto 4MOTION R	33.6	4.9	191	35	£45465

Match: add £175 to Life **R-Line:** add £1615 to Style (not 1.0 TSI 115)
Black Edition: add £1000 to R-Line 1.5 TSI 150 **R Black Edition:** add £1250 to R

T-Roc Cabriolet - 4271x1811mm
Euro NCAP: ★★★★★ **Driver Power:** 38th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.0 TSI (115) Style	46.4	11.3	138	14	£35675
1.5 TSI (150) Style	45.1	10.0	142	19	£37190
1.5 TSI (150) R-Line	45.5	10.0	141	19	£39810
1.5 TSI (150) auto Style	44.9	9.4	143	20	£38890
1.5 TSI (150) auto R-Line	45.2	9.4	142	20	£41510

ID.4 - 4584x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	222	9.0	0	23	£39590
77kWh (286) auto Pro Match	347	6.7	0	33	£44440
77kWh (286) at 4MOTION Match Pro	325	6.6	0	39	£46120
77kWh (340) auto 4MOTION GTX Ed	321	5.4	0	39	£52245

ID.5 - 4599x1852mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
52kWh (170) auto Pure Match	227	8.9	0	25	£41090
77kWh (286) auto Pro Match Pro	344	6.7	0	35	£45900
77kWh (340) auto 4MOTION GTX Ed	327	5.4	0	41	£53745

Tiguan - 4539x1842mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (130) auto Life	47.5	10.2	135	18	£37230
1.5 TSI (130) auto Match	47.4	10.2	135	18	£37525
1.5 TSI (150) auto Match	47.6	9.1	135	21	£38325
1.5 TSI (150) auto Elegance	47.7	9.1	135	22	£40720
1.5 TSI (150) auto R-Line	45.9	9.1	140	22	£41125
1.5 TSI PHEV (204) auto Match	740.5	8.2	9	27	£42960
1.5 TSI PHEV (204) auto Elegance	751.4	8.2	9	28	£45355
1.5 TSI PHEV (204) auto R-Line	660.5	8.2	10	28	£45760
1.5 TSI PHEV (272) auto R-Line	665.3	7.2	10	31	£48480
2.0 TSI (204) auto 4MOTION R-Line	36.4	7.1	177	29	£46820
2.0 TSI (265) auto 4MOTION R-Line	33.7	5.9	191	32	£50340
2.0 TDI (150) auto Match	52.1	9.4	142	22	£39515
2.0 TDI (150) auto Elegance	52.1	9.4	142	23	£41910
2.0 TDI (150) auto R-Line	50.8	9.4	146	23	£42315

Tayron - 4792x1853mm
Euro NCAP: N/A **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 TSI (150) auto Life	46.5	9.4	139	25	£40130
1.5 TSI (150) auto Elegance	46.5	9.4	138	25	£42700
1.5 TSI (150) auto R-Line	45.0	9.4	150	25	£43105
1.5 TSI PHEV (204) auto Life	733.1	8.6	9	30	£44015
1.5 TSI PHEV (204) auto Elegance	735.7	8.6	9	30	£46585
1.5 TSI PHEV (204) auto R-Line	634.7	8.6	10	30	£46990
1.5 TSI PHEV (272) auto R-Line	631.5	7.3	10	33	£49710
2.0 TSI (204) auto 4MOTION R-Line	35.6	9.7	180	22	£49150
2.0 TSI (265) auto 4MOTION R-Line	32.9	9.7	195	22	£52320
2.0 TDI (150) auto Life	50.9	9.7	145	22	£41320
2.0 TDI (150) auto Elegance	50.9	9.7	145	22	£43890
2.0 TDI (150) auto R-Line	49.3	9.7	150	22	£44295

Match: add £1300 to Life PHEV

Touareg - 4902x1984mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
3.0 V6 TSI PHV (381) auto 4MT Eleg	113.1	5.9	57	47	£71390
3.0 V6 TSI PHV (462) auto 4MOT R	115.4	5.2	56	49	£82950
3.0 V6 TDI (286) auto 4MOT Black Ed	34.4	6.4	215	45	£74525

Amarok - 5390x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 TDI (170) 4MOTION Life	33.6	11.6	221	N/A	£43030
2.0 TDI (205) auto 4MOTION Life	32.5	10.5	227	N/A	£44688
2.0 TDI (205) auto 4MOTION Style	32.1	10.5	230	N/A	£53686
3.0 V6 TDI (240) auto 4MOT Style	28.0	9.0	264	N/A	£56836
3.0 V6 TDI (240) at 4MOT Panam	28.0	9.0	265	N/A	£59674
3.0 V6 TDI (240) at 4MT Aventura	28.0	9.0	265	N/A	£60682

VOLVO

Dealers: 117 **Warranty:** 3 yrs/60000 mls

V60 - 4778-4784x1916mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B4 (197) auto Plus	44.8	7.2	143	31	£43940
2.0 B4 (197) auto Ultra	44.8	7.2	144	31	£48390
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	17	42	£51310
2.0 T8 PHEV (455) auto Ultra AWD	352.6	4.4	18	42	£57760

V90 - 4945-4959x1895-1929mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 T6 PHEV (350) auto Plus AWD	352.6	5.2	18	42	£62410
2.0 T8 PHEV (455) auto Ultra AWD	313.4	4.5	20	42	£70910

EX30 - 4233x1940mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
51kWh (272) at Single Motor Core	209	5.4	0	35	£33060
51kWh (272) at Single Motor Plus	209	5.4	0	36	£35160
69kWh (272) at Ext'd Range Core	296	5.1	0	37	£37260
69kWh (272) at Ext'd Range Plus	296	5.1	0	38	£39860
69kWh (272) at Ext'd Range Ultra	295	5.1	0	38	£43360
69kWh (428) at Twin Motor Plus	280	3.4	0	40	£42360
69kWh (428) at Twin Motor Ultra	279	3.4	0	41	£45860
69kWh (428) auto Twin Motor XC	265	3.4	0	41	£47060

EC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Plus	300	6.9	0	34	£52410
78kWh (252) at Ext'd Range Plus	346	6.9	0	35	£54160
78kWh (252) at Ext'd Range Ultra	341	6.9	0	37	£58410
82kWh (408) at Twin Motor Plus	340	4.5	0	40	£57660
82kWh (408) at Twin Motor Ultra	336	4.5	0	41	£61910
82kWh (442) at Twin Perf Plus Black	337	4.4	0	41	£59660
82kWh (442) at Twin Perf Ultra Blk	336	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

EX40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
69kWh (238) at Single Motor Core	296	6.9	0	35	£46260
69kWh (238) at Single Motor Plus	294	6.9	0	35	£52410
78kWh (252) at Ext'd Range Core	343	6.9	0	36	£48010
78kWh (252) at Ext'd Range Plus	341	4.6	0	42	£54160
78kWh (252) at Ext'd Range Ultra	332	4.6	0	42	£58410
82kWh (408) at Twin Motor Plus	332	4.6	0	42	£57660
82kWh (408) at Twin Motor Ultra	323	4.6	0	42	£61910
82kWh (442) at Twin Perf Plus Black	326	4.4	0	41	£59610
82kWh (442) at Twin Perf Ultra Blk	324	4.4	0	41	£63160

Black Edition: add £750 to Extended Range Plus, add £250 to Extended Range Ultra

XC40 - 4440x1910mm
Euro NCAP: ★★★★★ **Driver Power:** 37th

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
1.5 B3 (163) auto Core	42.7	8.3	150	23	£36840
1.5 B3 (163) auto Plus	42.7	8.3	149	24	£40090
1.5 B3 (163) auto Ultra	42.7	8.3	153	25	£45910
2.0 B4 (197) auto Plus	42.7	7.3	149	26	£41240
2.0 B4 (197) auto Ultra	42.7	7.3	153	27	£47060

Black Edition: add £910 to B3 Plus, add £1160 to B4 Plus, add £250 to Ultra

XC60 - 4708x1999mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	37.6	6.5	170	34	£48410
2.0 B5 (250) auto Plus AWD	37.6	6.5	172	34	£53740
2.0 B5 (250) auto Ultra AWD	37.6	6.5	179	34	£62740
2.0 T6 PHEV (350) auto Core AWD	313.4	5.4	22	22	£55360
2.0 T6 PHEV (350) auto Plus AWD	313.4	5.4	22	22	£59860
2.0 T8 PHEV (455) auto Ultra AWD	282.1	4.6	24	41	£68860

Black Edition: add £1750 to B5/T6 Plus, add £1000 to B5/T8 Ultra

XC90 - 4953x2008mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
2.0 B5 (250) auto Core AWD	32.8	7.3	193	37	£65450
2.0 B5 (250) auto Plus AWD	32.8	7.3	195	38	£70450
2.0 B6 (250) auto Ultra AWD	32.8	7.3	199	39	£76950
2.0 T8 PHEV (455) auto Core AWD	235.1	5.1	30	42	£72760
2.0 T8 PHEV (455) auto Plus AWD	235.1	5.1	31	42	£77760
2.0 T8 PHEV (455) auto Ultra AWD	235.1	5.1	32	43	£84260

EX90 - 5037x2039mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
104kWh (279) auto Single Plus	380	8.0	0	50	£82660
111kWh (408) auto Twin Plus AWD	385	4.7	0	50	£89560
111kWh (408) auto Twin Ultra AWD	375	5.7	0	50	£96360
111kWh (517) at Tw Perf Ultra AWD	375	4.7	0	50	£99960

XPENG

Dealers: 20 **Warranty:** TBC

G6 - 4753x1920mm
Euro NCAP: ★★★★★ **Driver Power:** N/A

	MPG/EV RANGE	0-60MPH	CO2	INSURANCE GROUP	LIST PRICE
66kWh (258) auto Standard Range	270	6.6	0	N/A	£39990
88kWh (285) auto Long Range	354	6.2	0	N/A	£44990

ONLINE VALUATION TOOL

Head over to our valuation tool to check prices on a specific model.

TWO and a bit years ago, the only Chinese firm that mattered to UK buyers was MG. It was selling around 6,000 cars a month here and, at the same time, newcomers BYD, GWM and Maxus were well-nigh irrelevant as each struggled to sell just one car per day. And, er, that was about it.

A complacent industry 'expert' working for a leading European manufacturer advised me not to get too excited about the ability of the Chinese to appeal to what he described as the "sophisticated tastes" of western buyers. The consensus at his slightly snobby firm seemed to be that the majority of cars from most of China's brands were unknown, undesirable and unsaleable – at least to demanding, badge-obsessed, image-conscious UK buyers.

> **"ACCORDING TO SEPTEMBER'S SALES FIGURES, CHINA HAS BECOME THE THIRD BEST-SELLING CAR-PRODUCING COUNTRY IN THE UK AFTER GERMANY AND JAPAN"**

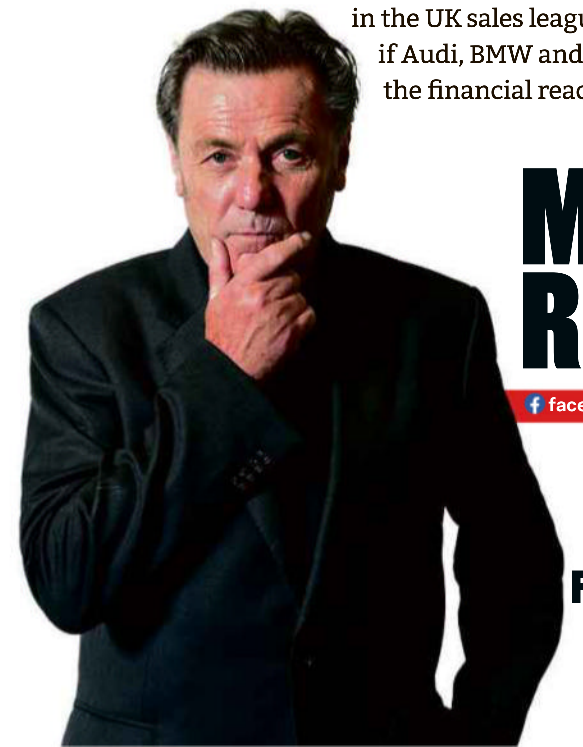
Me? I couldn't have disagreed more. This was the early post-Covid era, when cars from some European, Japanese, Korean and American makers became unreasonably and unnecessarily expensive. Many buyers were priced out, simply unable to afford to shop with the companies they were used to buying from. They were forced to look elsewhere. And, generally, they liked what they saw. As did I.

My numerous visits to China had already given me a taste of the automotive product invasion to come. But it was only when, in mid- 2023, I saw and drove what BYD and others had lined up that it became blindingly obvious to me that the world's No.1 car-making country (in terms of volume) had got its products and pricing absolutely right. Also, its full-on arrival in the UK was impeccably timed. Which is why, two-and-a-half years ago, in this weekly column, I stated: "I'm not merely forecasting that there'll be a tsunami of Chinese cars heading our way from summer '23. I'm guaranteeing it."

Since then, BYD, GWM, Maxus and MG have been joined by Changan, Chery, Haval, Jaecoo, Leapmotor, Omoda, Skywell and XPeng. They're going through the usual time-consuming process of introducing and establishing their brands with UK punters, while recruiting their UK HQ staff and building the franchised dealer networks they require.

Yet, according to September's UK sales figures, these brands have collectively enabled China to become the third best-selling car-producing country here after Germany and Japan. South Korea, Britain, USA, France, Sweden, Czech Republic, Spain, Romania, Italy and other major nations are licking their wounds; they've already been overtaken.

But this is just for starters. More Chinese marques are about to be unleashed onto the UK market. I believe Japan will lose its No.2 status sooner rather than later. After that, the long-term goal is for China to dislodge Germany from top spot in the UK sales league. Who'd bet against it? Not me. Especially if Audi, BMW and Mercedes keep pricing their cars beyond the financial reach of most real-world consumers.



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